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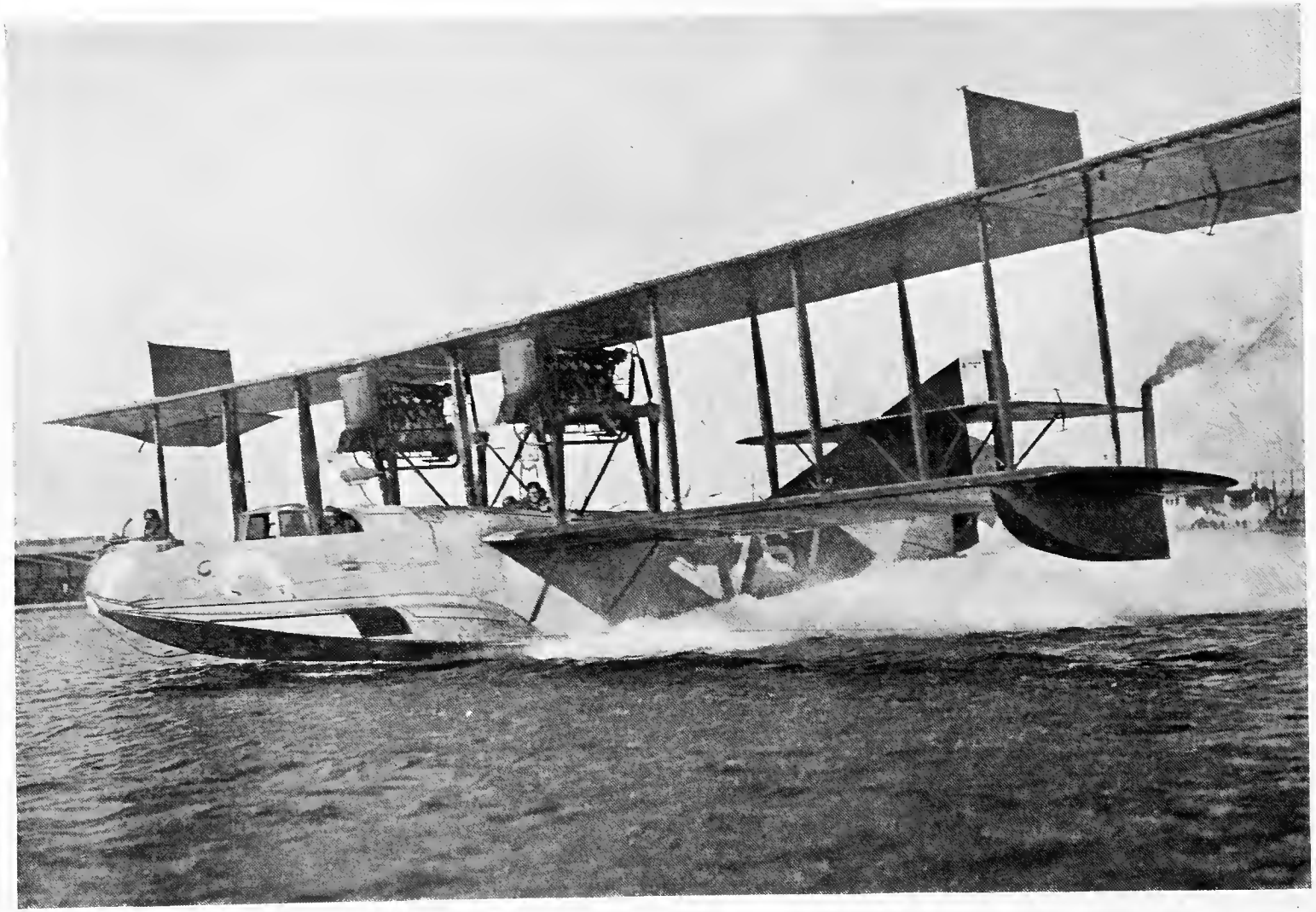
FLYING OFFICERS
OF THE
U · S · N

1917 – 1919



H-12 Taking Off

Flying Officers

of the

U·S·N

NAVAL AVIATION WAR BOOK COMMITTEE
WASHINGTON, D. C.

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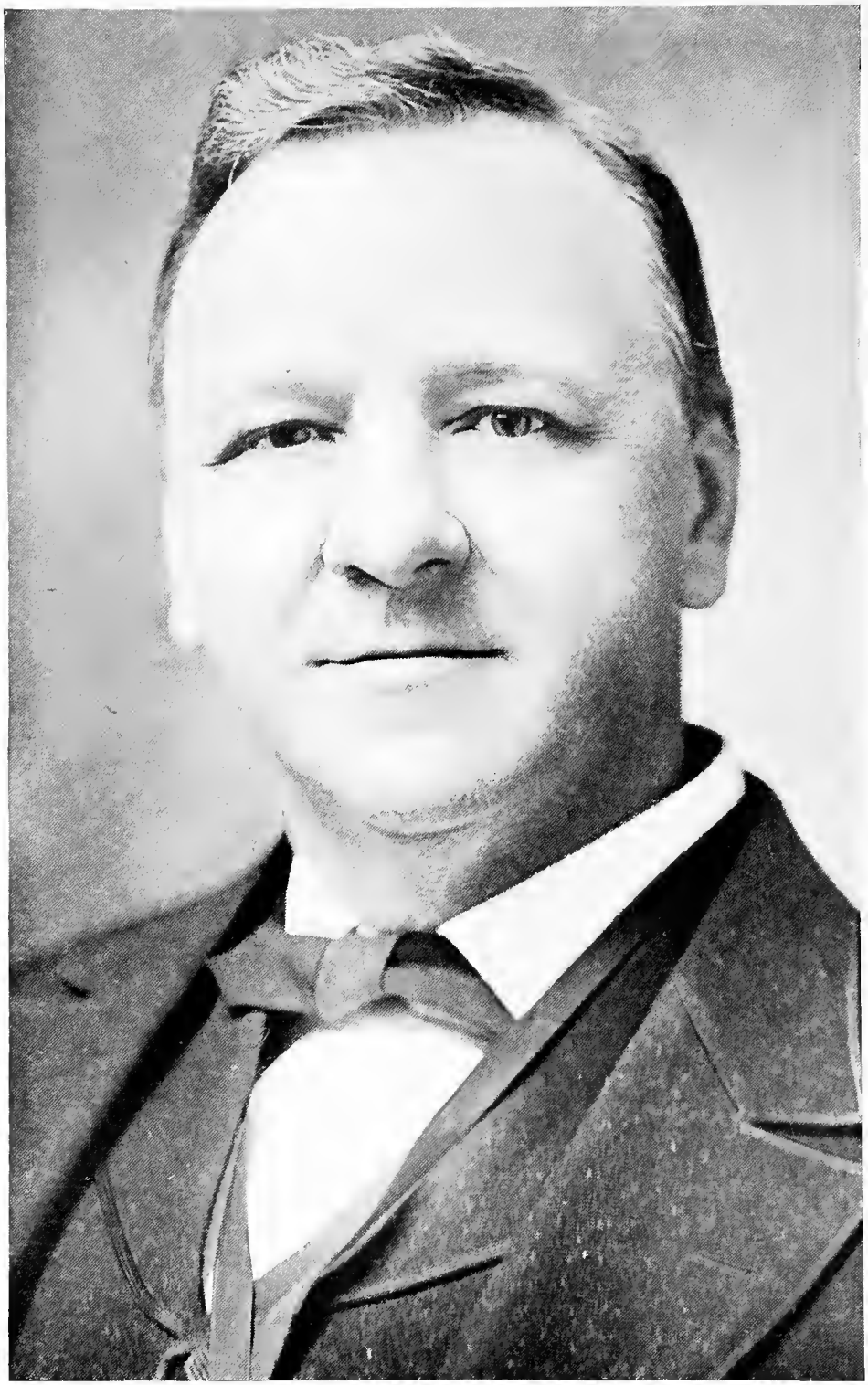
N. A. War Book Committee

NATIONAL CAPITAL PRESS, INC., WASHINGTON, D. C.

OUR HOPE IS THAT THIS BOOK MAY SERVE AS A HUMBLE TRIBUTE TO OUR BROTHER AVIATORS WHO SO WILLINGLY GAVE THEIR LIVES THAT DEMOCRACY SHOULD LIVE. TO THEM WE RESPECTFULLY DEDICATE THIS WORK.



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HON. JOSEPHUS DANIELS,
Secretary of the Navy.

PREFACE

IN producing this book the aim has been two-fold: to provide as a permanent record of the great war a pictorial muster-roll of all the officers and student-officers of the Naval Air Service, and to present in narrative form the history and achievements of the Naval Aviation Corps. To the former end every effort has been exerted to obtain as many photographs of individual members of the officer-personnel as was possible under the many difficulties encountered. Every trick of the printers' art has been employed to reproduce these pictures to the best advantage, it being borne in mind that most of them were snapshots and totally unsuited for reproduction. Because of the large number of men in the corps and the many photographs collected, the data relating to each member of the personnel must necessarily be brief.

A brief history of the corps, together with articles pertaining to a few of its branches and activities, and a comprehensive collection of pictures illustrating its salient features comprise the remainder of the book. Primary consideration has been given to the personnel section of the volume, and the text matter has consequently been made secondary in some instances. To have done full justice to the excellent work which was performed at the air stations and to have treated all the various branches and activities would have required more space than was available.

Especial thanks are due, and are hereby acknowledged, to the following men for their hearty cooperation and assistance in producing this book:

Commander L. H. Maxfield.
Lieut. Comdr. A. C. Read.
Lieutenant F. M. Smith.
Lieutenant J. H. Cummings.
Lieutenant A. M. Baldwin.
Lt. (j.g.) D. B. Alvord.
Lt. (j.g.) T. H. Chapman.
Lt. (j.g.) A. J. Ditman.
Lt. (j.g.) R. Emerson.
Lt. (j.g.) J. W. Lancto.
Lt. (j.g.) J. J. MacAttee.
Lt. (j.g.) J. C. Menzies.
Ensign R. L. Banks.
Ensign D. L. Brown.
Ensign W. W. Coile.
Ensign L. K. Dickey.
Ensign A. H. Edward.
Ensign C. F. Harper.
Ensign J. M. Graffis.
Ensign T. H. McClure.
Ensign H. C. Mitchell.
Ensign DeLos Thomas.
Ensign E. H. Wales.

(C) *Harris & Ewing*

FRANKLIN D. ROOSEVELT,
Assistant Secretary of the Navy.

THE ASSISTANT SECRETARY OF THE NAVY,
WASHINGTON.

August 28, 1919.

N. A. War Book Committee,
Washington, D. C.

To the Naval Aviators:

WHEN in August, 1918, I found on visiting France a complete chain of Naval Aviation Stations engaged in a systematic patrol of the waters of that "neck of the bottle" through which our troops and supplies had to pass, I had but to examine the weekly charts of German submarine operations to realize how much our aviators were doing to make these waters safe. To the men engaged in these duties, whether on land or actually flying, there came few of the thrills of actual war, but they will always have the deep satisfaction of knowing that their work, though silent, counted much in the winning of the war. I venture to predict that when the records of the German naval activities become available, we will find that the enemy also recognized the importance of the American Navy in the air as well as on the sea.

There is one outstanding feature of American Naval Aviation in the great war—it conducted actual and active operations against the enemy for many months, and conducted them with credit and success. When the United States entered the war, our Naval Aviation was almost less than a nucleus in both matériel and personnel. In the summer of the following year, our Naval Aviators were doing patrol work in American-built planes, not only in our home waters but also on the coasts of England, Ireland, France and Belgium. In addition, we were conducting operations on a large scale with lighter-than-air craft in France and were taking an important part in the work of the Northern Bombing Group near the Belgian border.

Taking the work as a whole from the conception and working out of the broad operating plans in the very beginning down to the training of the personnel, the creation of the matériel and the final operations against the enemy, the enterprise must be stamped with the approval of the country as a whole.

Franklin D Roosevelt

U. S. Naval Aviation in the War

Operations and Achievements of the Naval Air Force

By John R. Cox

HEN America entered the war, the United States Navy possessed but one aircraft station and twenty-two training seaplanes with none fit for service use, and a lighter-than-airequipment that was negligible. There were thirty-eight naval aviators. When the armistice was signed, there were in operation twenty-eight United States naval air stations overseas, thirteen in the United States and insular possessions, two in Canada, and twelve land squadrons for special offensive operations against submarines at their bases, not to mention the numerous schools, storehouses, assembly plants, repair depots, and the naval aircraft factories which were required to furnish the necessary personnel and facilities for the operation of those air stations.

The aviation personnel at the close of hostilities had reached a total of 42,000—more than two-thirds the entire naval personnel prior to our entry into the war.

EXPERIMENTAL PERIOD

The first scientific demonstrations of aeronautic principles were made by Professor Langley at Quantico, or Widewater on the Potomac, Va., in 1896. Langley was subjected to so much ridicule that he broke down under the attack and his death occurred before he was able to complete his experiments. In 1903 the Wright Brothers made their first successful flight with a "heavier-than-air" craft carrying the pilot. Then followed numerous experiments, both in this country and in Europe, extending over the ensuing seven years. In November, 1910, Eugene Ely made the first flight from the deck of a naval vessel, when he flew from the U. S. S. *Birmingham*, a scout cruiser, at Hampton Roads, out over the waters of the Roads and Chesapeake Bay. This marked the beginning of naval aviation. A few months later, in the spring of 1911, flights were made by Curtiss in a hydroaeroplane to and from the armored cruiser *Pennsylvania* (now the *Pittsburgh*) in the harbor of San Diego, Cal. To conduct these experiments, on both vessels were built false decks forward. From that time until the winter of 1917, the time was occupied in experimentation, and the formation of the nucleus of a naval aviation section. The first naval aviator to qualify for flying was Lieut. T. G. Ellyson, who, it should be said, was also the first to use the catapult as a launching apparatus, from which he made an ascent at the Naval Academy. Other pioneers in 1911–12 and 1913 were Lieuts. John Rodgers, John H. Towers, P. N. L. Bellinger, C. K. Bronson, Chevalier, Billingsly, Stolz, Saufley and Whiting; Lieut. Comdr. H. C. Mustin; Lieuts. B. L. Smith and A. A. Cunningham, U. S. Marine Corps; Naval Constructor H. C. Richards, Civil Engineer J. V. Rockwell, Ensign V. D. Herbster, and perhaps half a dozen more of the regular Navy and Marine Corps. The toll was heavy among these adventurous young pioneers, for the machines were frail and crude, and the hazards were great. Lieut. Billingsly was killed in a crash in 1913, and in the following two or three years, Stolz, Rockwell, Saufley and Bronson sacrificed their

Official, U. S. N. A. S.

LIEUT. R. C. SAUFLEY.

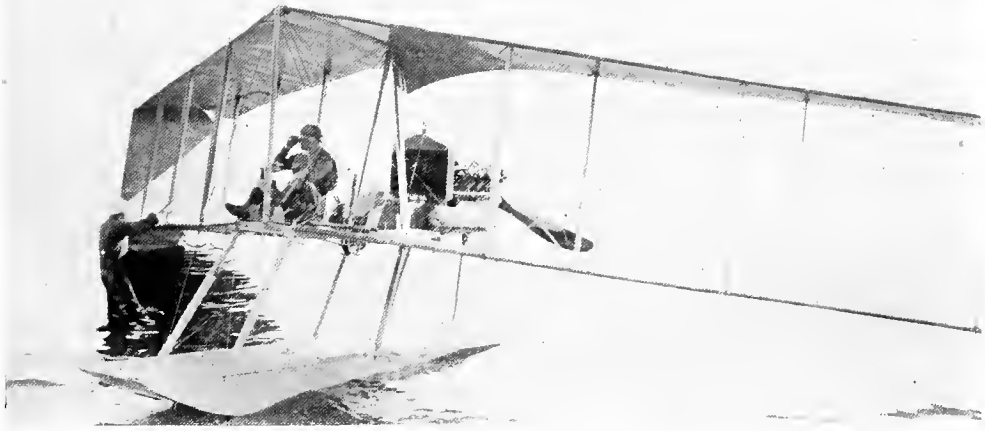
lives to the development of naval aeronautics.

The first aviation camp to be established by the Navy was located at Annapolis in 1913; prior to which naval flyers and students trained at the Curtiss school at San Diego, Cal. At about the same time a camp was started at Guantanamo, Cuba, and operated while the fleet was in Caribbean waters. In December, the Annapolis camp was transferred to Pensacola, Fla., where the battleship *Mississippi* (later sold to the Greek Government) was assigned as station ship. Shortly afterwards, an air station was constructed ashore at Pensacola, which was destined to be the first fixed aviation station in America. During the following summer the *Mississippi* was sold and the armored cruiser *North Carolina* became the aviation and station ship. She was the only vessel, and Pensacola the sole station, engaged in naval flying at the time we entered the war with Germany in April, 1917. At that time the Navy had thirty-eight qualified aviators, and all of 163 enlisted men detailed to aviation duty; while the assortment of twenty-two seaplanes were fit for training purposes only; the equipment comprised five kite planes, two free balloons and no dirigibles.

ADMINISTRATION OF THE AIR SERVICE

Back of the marvelous expansion of naval aviation was a superb administrative organization, without which the service would have proven a failure no matter how much zeal, inventive genius and patriotic enthusiasm had been mustered in the cause. As has been pointed out, production at once jumped to enormous proportions, and the necessity for establishing stations in remote parts of the world called for rapid construction, equipment of all kinds in quantities and transportation facilities. These problems required administrative ability of a high order, and the success of the operations is largely due to the officials who administered the affairs of the naval air service. Captain Noble E. Irwin, U. S. N., was early in the war detailed as Director of Naval Aviation, and Supervisor of the Naval Reserve Flying Corps, under the Chief of Operations at the Navy Department. Both Secretary Daniels and Assistant Secretary Roosevelt gave their heartiest support to the air service, and allowed the director practically a free hand to carry out his campaign. Associated with Captain Irwin were the pioneers of naval aviation: Capt. H. C.

CAPTAIN MUSTIN LEAVING CATAPULT.



BURGESS-DUNN SEAPLANE.

Mustin; Comdrs. Kenneth Whiting, J. H. Towers, W. G. Childs; Lieut. Comdrs. P. N. L. Bellinger, G. deC. Chevalier, A. C. Read, and E. O. McDonnell; Maj. B. L. Smith of the Marine Corps, and other young enthusiasts who had demonstrated their ability in the profession of flying. The naval aviation forces in Europe were under the command of Capt. T. T. Craven, who after the demobilization succeeded Captain Irwin as Director of Naval Aviation at the department. The air service afloat was under Capt. Hutch I. Cone, aide for aviation on Vice-Admiral Sims' staff. Captain Cone was seriously injured when the British steamer *Leinster* was torpedoed on October 10, 1918, while returning from an inspection trip of the naval air stations in Ireland, but later resumed active duty.

At the Navy Department, the work of the aviation service was divided among a number of bureaus, all of which cooperated to the fullest extent. The activities of the service were under the Office of Operations; the personnel, officers and men, was supplied in sufficient number by the recruiting division of the Bureau of Navigation; the Bureau of Steam Engineering furnished motors and radio equipment; the Bureau of Construction and Repair the hulls and wings of the planes; the Bureau of Ordnance the machines, guns, bombs and other armament; the Bureau of Yards and Docks conducted the building operations at the many stations throughout the world and furnished the motor transportation; the Bureau of Medicine and Surgery supplied trained personnel of the medical and hospital corps, conducted the special examinations required for aviators and looked after the physical welfare of the air forces at home and abroad; the Bureau of Supplies and Accounts brought to bear its magnificent purchasing and supply organizations in keeping a constant stream of material, provisions and equipment, besides paying and feeding the men wherever they were serving. The headquarters of the Marine Corps supplied both marine personnel and material for the operations in which both services participated.

NAVAL AIR STATION, PENSACOLA.
Before the War.

DEVELOPMENT BEGAN WITH THE WAR

From this review of pre-war conditions, it will be seen that the naval aviation corps was almost wholly developed after America began hostilities. Despite the lack of preparedness for war, however, it is a source of pride to all members of the corps that the first organized American fighting force to land in France was a detail of naval aviators. This advance guard, under Commander Kenneth Whiting, arrived at Bordeaux on June 6, 1917, just two months to the day after war was declared, and consisted of trained and student aviators selected at the request of the French Navy to assist in combating the Hun submarines which were working havoc along the French coast.

At the very outset a board of officers was sent abroad to study foreign types of machines, and returned with some startling facts concerning the submarine menace, which had assumed proportions much uglier than was at that time fully appreciated in this country. It became apparent at once that not only must America send over aircraft of a far superior type to any which the Navy had, but they must be shipped across in quantities that astounded the authorities. After a conference in which theories and preconceived plans were ruthlessly trampled down, a definite program of types was agreed upon, which when once adopted, was scrupulously followed throughout the war, regardless of all doubts and criticism. As a consequence of the faithful adherence to the program, an uninterrupted production was accomplished with no loss of material which had to be scrapped, and what was still more vital, with no loss of time. The performance of the aircraft in actual service amply vindicated the selection of the types. In a marvelously short time the Navy had embarked upon an aviation program, on both sides of the Atlantic, on a scale which astonished all who were cognizant of its development.

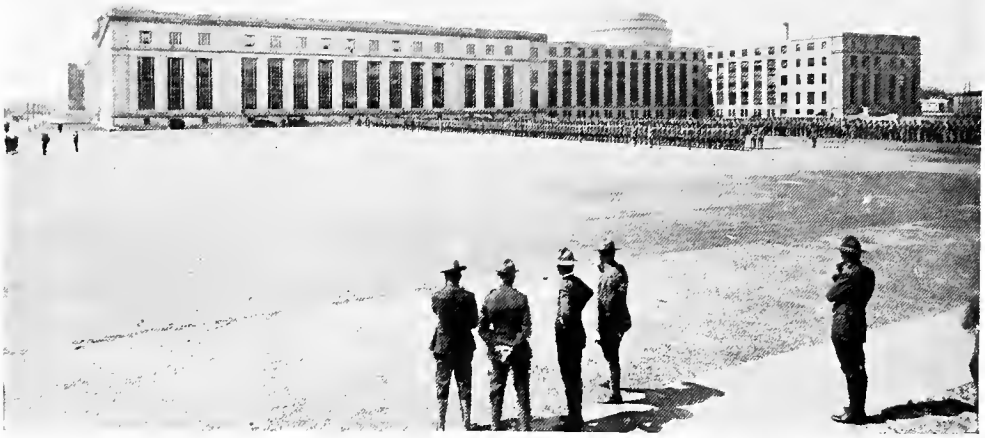
No less remarkable was the growth of the personnel. From the handful of aviators who had conducted the experi-

NAVAL AIR STATION, PENSACOLA.
In August, 1918.

mental work at Pensacola, there grew almost overnight a corps of officers and men and a system of training that soon met the demands which were made upon it. Men from every walk of life were gathered into the aviation service, and there was no lack of recruit-material from the outset; on the contrary, the difficulty lay in taking care of the large force and in providing adequate training facilities. These were soon forthcoming, and within a few months a series of schools had been established and commissioned, where special instruction was imparted. Trade schools were opened all over the country, and new aerial ratings were improvised to provide for the diversified mechanical duties which were required. No time could be spent in obtaining new legislation; and despite the arbitrary table of seagoing ratings which had been rigidly fixed for the Navy years before by law, the aviation corps soon built up a large force of aerial machinists skilled in gas engines, quartermasters who were expert pigeon keepers, coppersmiths who could do acetylene welding, boatswain's mates who were aerial photographers, carpenter's mates who could build and repair wings, and gunner's mates who could operate a machine gun from aircraft. All these men were given an intensive course, the best qualified sent to finishing schools, and then distributed to the various stations at home and abroad for actual experience. Officers were specially trained not only in flying, but in bombing, navigation, gunnery, radio, aerography, internal combustion engines and for executive duties. Many technical and manufacturing experts were enrolled as officers and immediately sent abroad to install and operate machinery and equipment at assembly and repair bases.

MASS. INSTITUTE OF TECHNOLOGY

Principal among the schools conducted in the United States was that at the Massachusetts Institute of Technology, officially designated as the U. S. Naval Aviation Detachment. This school



Parade Grounds, Massachusetts Institute of Technology.
U. S. Naval Aviation Detachment.

was opened in July, 1917, with forty-three students, all possessing a technical education. The first commanding officer was Lieut. E. H. McKittrick of the regular navy. The plan of instruction called for a highly intensive course of eight weeks, with a class graduating every two weeks. Later two weeks were added to the course. Instruction was imparted by the faculty of the Institute, which also turned over the necessary buildings and equipment for the school. Later, Walker Memorial Building was assigned to the naval detachment for use as quarters and a cafeteria. On December 21, 1917, Lieut. Comdr. R. W. Cabaniss, U. S. Navy, relieved Lieutenant McKittrick in command, and in the following March the building at 84 Massachusetts Avenue was acquired for use as a receiving ship, with Lieut. (j.g.) S. W. Sargent, USNRF, in command. At the receiving ship all men who reported from other stations for training were held for from two to six weeks before assignment to the main school, serving meanwhile under instruction. It was there that the weeding-out process was conducted, no men being sent to the school who were not fully qualified, mentally, morally and physically.

Calisthenics, 6 A.M.

The discipline of the school was kept at all times at a high standard, and the secret of the success of the detachment was the development of the greatest degree of energy within the least possible time. Many young men who could not stand the tension dropped out, which only

stimulated the remainder to greater effort. There was no let-up in the drills or the discipline from the date the school opened until hostilities ceased.

Commander Cabaniss served as commanding officer until July 3, 1918, when he was relieved by Lieut. Comdr. H. C. Van Valzah. Great credit is due Commander Cabaniss for the success of the school; and the pace which he set, as well as the standard of discipline he insisted upon at all times, was maintained under his successor.

THE PUMP, CAMP SAUFLEY, PENSACOLA.
Clear, cold, spring water!

Over 200 colleges were represented in the student body, the greatest number of men being from Cornell, Yale, Massachusetts Institute of Technology, Harvard, University of Pennsylvania, Princeton, Dartmouth, University of California, University of Michigan and Columbia, in the order named. Most of them were members of the Naval Reserve Force, although not a few came from the regular Navy, the Marine Corps and the National Naval Volunteers (afterwards made a part of the Naval Reserve). Just before the armistice, in November, sixty flight cadets of the Canadian Royal Naval Air Service entered the school, but before they were able to complete their ground course they were demobilized.

After the school had been in commission a short time the civilian instructors of the Massachusetts Institute of Technology were supplemented by ground officers who were retained after graduation for instructors. The school reached its maximum strength in September, 1918, when about 1,600 men were under training, with approximately 115 instructors.

The curriculum in the ground school embraced aerial gunnery, photography, navigation, observation and aerography; bombing, aeronautical engines, electricity, seamanship, signals, flight theory and the Naval Regulations. Student flight officers received special instruction in meteorology, balloons and studies particularly prepared for flyers.

OTHER SCHOOLS

Students were also sent to the school at Cambridge after they had qualified at some other school or training station. These stations were located all over the country, wherever a course of instruction could be given. At Bluehill Observatory, Mass., was maintained an aerography class composed largely of men drawn from the Weather Bureau. At Pelham Bay Training Camp, there was a school for winchmen, and for instruction in kites. There was a class for carpenter's mates at the works of the Aeromarine Plane and Motor Co., Keyport, N. J. At Bay Shore there was an air station and school for aviation mechanics, and at Rockaway Beach there was a school for hydrogen engineers. Men who had some experience in photography were sent to the works of the Eastman Kodak Company, Rochester, N. Y., to learn camera construction and repair, and the art of photography. A bombing school was located at Ardmore, Pa., where a factory was turning out bombs. At Hampton Roads there was a school for quartermasters at the operating base and a kite and balloon school at the Naval Air Station. An aviation photographic school was maintained at Miami, Fla., while at the old air station at Pensacola were schools for instrument mechanics, quartermasters, carpenters, machinists, aerial gunners, bombers, radio operators, etc.

At the training station, Great Lakes, a number of classes were conducted during the war, and shortly after the armistice all the training service for the aviation force was rounded up there under one department.

At Dunwoody Institute, Minneapolis, there was a ground school of the same general character as at Cambridge and in addition the school had the benefit of the mechanical facilities of Dunwoody Institute for instruction in a number of artificer branches, particularly carpenters, machinists, coppersmiths, etc.

A school for the training of men in the operation of the Liberty motor was conducted at the works of the Packard Motor Co., Detroit. At the Curtiss works in Buffalo was a school for carpenter's mates, coppersmiths, blacksmiths and aviation quartermasters.

On the Pacific coast were two schools, one at the Naval Air Station, San Diego, Cal., where machinists and quartermasters were trained, and at Seattle, where there was a ground school for the instruction of technically trained young men, similar to that we have described at the Massachusetts Institute of Technology.

STATIONS ABROAD

From the beginning it was realized that the primary function of the naval aviation service was to protect allied shipping and to "get" the Hun submarine. This necessitated the establishment of stations all the way from northern Ireland to the southern toe of Italy, in the Azores, and on our own coast from Nova Scotia to the Canal Zone. Locations were selected because of their strategic value, regardless of communications or conveniences. For example, eight stations were located on islands off shore, requiring special water transportation; very few were in or near settled communities, hence they must needs be altogether self-supporting.

The work abroad was divided into three general classes: overseas patrol of a routine nature; emergency patrols or

HS-1 Patrol Plane Taxying.

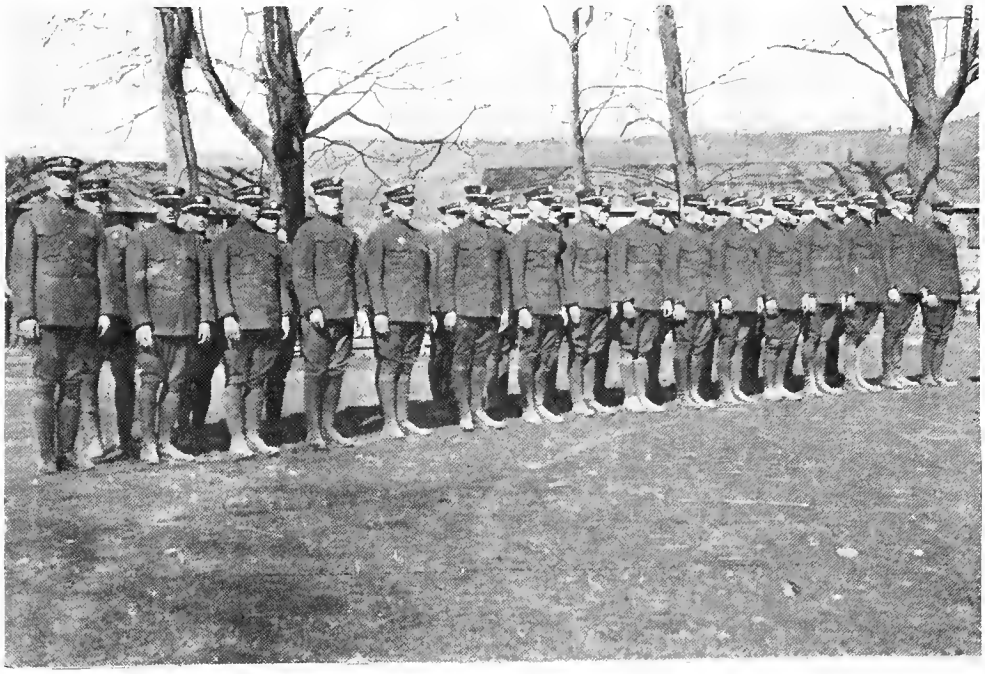
responding to S. O. S. calls, and bombing enemy bases.

Seaplanes of large cruising radius and airships were used for routine patrol, each station being assigned a zone which was covered as thoroughly as possible from dawn until dark. The patrol routes were so laid out that the greatest area was covered with the least mileage, each seaplane traversing courses definitely set forth in the pilot's flight instructions. They were armed with bombs of 230 or 500 pounds and with machine guns for use against a submarine on the surface or against hostile aircraft. The planes could cruise from four to nine hours, depending on the nature of the patrol, while the airships could remain out for forty hours or more. To give an idea of the operations of a single air station, a flying squadron or patrol frequently covered from 10,000 to 15,000 nautical miles in the course of a week. In one day the patrol squadron attached to one station put in fifty-four hours and twenty-six minutes flying time, covering a distance of 2,827 nautical miles, and by establishing re-fuelling depots this station was able to send out patrols each covering 400 miles, and extending 112 miles north, 125 miles south and 115 miles out to sea from the station.

That these seaplanes were built for durability is illustrated by the experience of an H. S. type in October, 1918, which sustained itself for twenty-four hours after an enforced landing on the water, in spite of a 50-knot gale and seas mounting over 20 feet high.

THE EMERGENCY PATROL

The emergency or S. O. S. patrol was made only when an enemy submarine was reported within the zone covered by the station, a limited number of seaplanes being held in reserve for that contingency. Success depended upon the rapidity with which planes, fully equipped, could be gotten away, with complete instructions as to the supposed location of the submarine. On a surprise inspection, the longest time required to get out orders, launch two planes completely equipped and manned, in the air with full instruc-



NAVAL AVIATION CADETS IN TRAINING AT LAKE BOLSENA, ITALY.

Pilots of Field "B," Northern Bombing Group, Campagne, France.

tions, was seven minutes, an illustration of the rapidity with which seaplanes can be operated as compared with surface craft. As a result of the vigilance of these patrols, the German submarines late in the winter of 1918 began to avoid the areas embraced in aircraft patrol, and extended their operations much farther out to sea, which greatly diminished their chances of destroying ships, but with the advantage that if they located an unescorted ship, the greater distance from protection rendered it more probable that the submarines would accomplish their work of destruction before destroyers or other vessels from allied bases could render assistance.

BOMBING ENEMY BASES

This development led to the campaign against the enemy's submarine bases. Six squadrons of land bombing airplanes for daylight, and six similar squadrons for night bombing were organized under the name of the Naval Northern Bombing Group. The personnel of the organization was part naval and part marine, and was combined with the air forces of the British to bomb the German submarine bases at Zeebrugge, Bruges and Ostend. The day bombing squadrons were generally composed of marines and the night squadrons of naval aviators. Army land machines were used because they were speedier and could carry more bombs than the seaplanes; and for the further reason that the German bases and submarine docks were along the Belgian canals, where seaplanes could not be operated as advantageously as land machines. At first the field was located at Calais, but the Germans soon found it and bombarded it both from the air and from their long range guns, and it was decided in the summer of 1918 to split the squadrons up into several stations which were located at Antingues, St. Ingleverte, Oye, Campagne, and Calais, all incorporated with the big station at

Submarine Photographed from a Seaplane.

Dunkerque. The Germans bombed the stations 750 times from the air, and with the long range guns 500 times. Dunkerque itself was under almost continuous bombardment for a year immediately preceding the armistice. The dugouts at Dunkerque were exceedingly popular during the enemy raids, which were of almost nightly occurrence. During one night the Huns dropped 320 bombs, varying from 600 pounders to 20-pound pit-squeaks, on the Dunkerque station and its immediate vicinity. The dugouts were 15 feet underground and protected with corrugated sheet iron, sand, cement and cobblestones. The personnel was so distributed that a direct hit on a dugout would not have killed more than fifty men. Nevertheless, the constant bombardment got on their nerves at times.

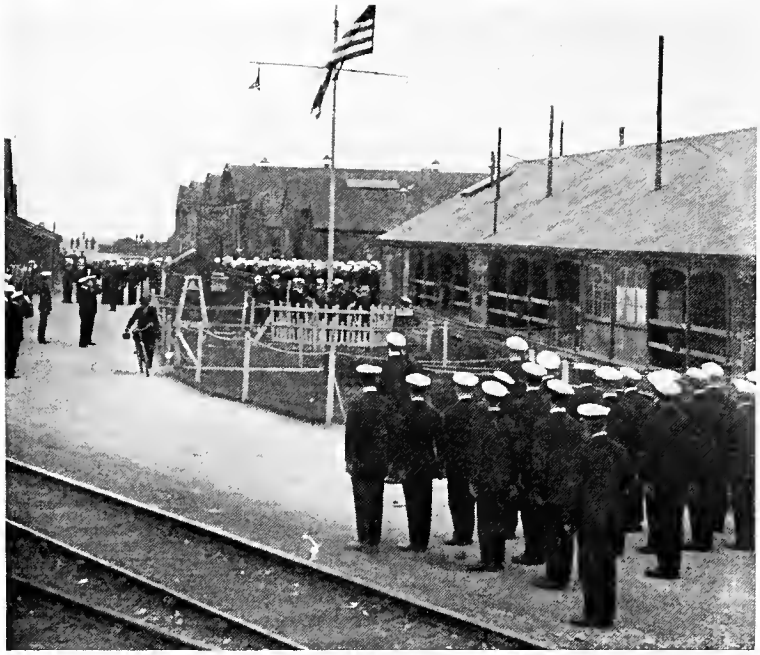
Although the Northern Bombing Group had only gotten into full operation when hostilities ceased, nevertheless the group accomplished much effective work, and was in position to do the enemy a great deal of damage if the war had continued.

Bombing operations were also conducted extensively by the American naval aviators in Italy, of which more will be said later.

These were the primary functions performed by naval aviators—overseas patrol, response to emergency calls, and bombing enemy bases. Secondary duties consisted of the escort of convoys, which was of no mean importance, and, particularly in the latter part of the war, spotting and reconnaisance duty with the battle fleet. To this end several of the American battleships were equipped with fast planes for this work. Had the German fleet come out and given battle there is no doubt that these aviators would have rendered a good account of themselves and proven an invaluable part of the fleet not only in scouting but in actual engagement with the enemy. They were not permitted, however, to demonstrate their usefulness in this field of endeavor.

NAVAL AIR STATIONS IN ENGLAND

Principal among the stations in England was that at Killingholme, a small town located on the east coast. This inconspicuous little place had nothing to recommend it as a residential center, and before the war was known only by the fact that oil tanks had been constructed on the beach, and oil-burning coastwise vessels stopped there occasionally to replenish their supply of fuel oil. Killingholme, however, possessed a strategic value as an air station, and was early utilized by the Royal Air Force which stationed a squadron there, later so greatly augmented that by the summer of 1917 it had become one of the leading air stations in Great Britain. When a British and American joint board decided that the United States would cooperate in patrolling the North Sea, Killingholme was made an all-American station. In December, 1917, Commander Whiting, who was then in Europe, was ordered home for the purpose of organizing the necessary personnel and to obtain the equipment to operate it by the Navy. Men and material were dispatched from time to time, but it was not until May, 1918, that the big collier *Jason* left New York with a large force of men, a cargo of supplies, and the first American sea-



Air Station, Killingholme, England, Being Taken over by U. S. Forces, July 20, 1918.

Expansion of the station as it was turned over by the British was conducted by the Public Works Department of the United States Force, and the additional buildings were constructed at a rate which astonished the British, twenty-eight buildings being built in thirty days with green crews, lacking only plumbing and wiring. By this time, the complement had reached 1,500 men, and the Naval Air Station was ready for business. From July 20 until the fateful 11th of November, there was constant work at Killingholme. Some of the activities reduced to figures were:

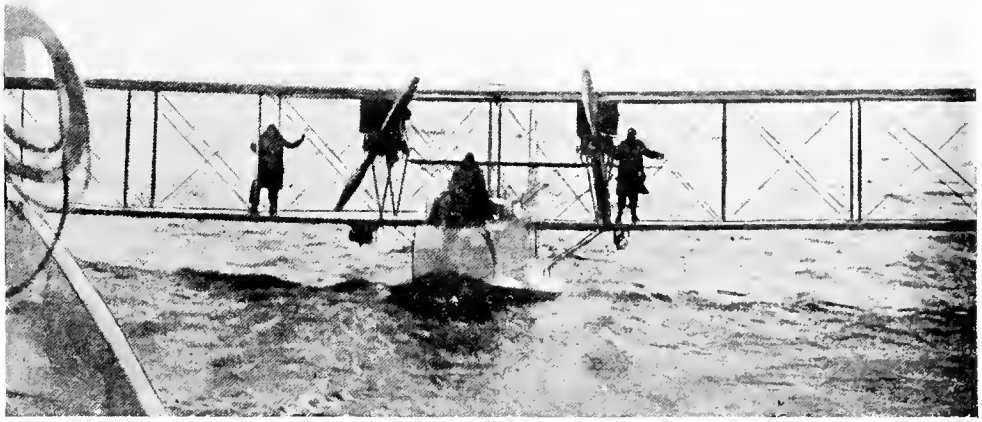
Over 6,000 ships were convoyed; the distance covered in war patrols was nearly 60,000 miles, not including test flights or experiments. For several weeks when German subs were believed to come to the surface under cover of dark-

planes to be sent to Europe. She arrived on June 1, when the necessary additional buildings to house the men and accommodate the planes were promptly erected, and steps were taken to relieve the British forces at the station. The work progressed so rapidly that on July 20, Commander Whiting relieved Wing Commander Bowhill, RNAS, who had served with great distinction in the war, especially in command of the Royal Air Force in Mesopotamia, where he supplied food by airplane to General Townshend's besieged army.

Killingholme had meanwhile become the center of great shipping activities; convoys were constantly passing up and down the coast; it was within striking distance of the lines of submarine travel; and, moreover, it was in the path usually taken by Zeppelins in their raids on the English coast. By pushing the patrols out on somewhat extended flights, great assistance could be rendered to fleet maneuvers and observations from this base.

DH-4

Used by N.A.'s with British for day bombing.



Patrol Plane Being Picked up at Sea by Submarine Chaser.

ness to recharge their storage batteries, nightly patrols were conducted of seven and eight hours' duration. Notwithstanding the almost constant fog, often attended by high winds and rainstorms, the weather was not permitted to interfere with the daily patrols and convoys.

Despite the exigencies of the war,

Hanriot Hydravion de Chasse.
One-man scout plane.

recreation and welfare work were not overlooked. Baseball, football and track athletics were encouraged, and many spirited games were played between the station teams and teams from nearby stations. The first American game of baseball ever played in Hull was between a Killingholme team and another American team from the aviation construction camp at Driffield. The welfare activities were under the supervision of the Y. M. C. A., the Red Cross and the British Ministry of Information.

Some of the exploits of the Killingholme flyers will be mentioned briefly. Pilots Schieffelin and Cutler in a large seaplane on July 19 sighted a submarine cruising on the surface 25 miles from Whitby. They dropped a bomb, which fell 20 feet from the center of the submarine. After the explosion the submarine's screws were seen to rise and almost break the surface, then the submarine disappeared. No further movement was discerned, and the plane returned to the station. The submarine was not put out of business, however, for she later in the day attempted to attack a convoy, but was repulsed by a motor launch which dropped depth charges, forcing the submarine to the surface. In the fight which ensued, a destroyer rammed the submarine, which was unable to submerge, and after being again rammed, she capsized and sank.

On June 13 a seaplane, with Lieutenant Cleeve of the Royal Air Force as first pilot and Ensign Allen, USNRF, second pilot, sighted a submarine's wake. They immediately dropped two bombs in the line of the wake, whereupon oil and wreckage came to the surface, but the submarine continued its course. Destroyers were signalled, and depth bombs brought more oil and wreckage to view. The submarine was not again sighted.

On July 9 Ensigns Schieffelin and Staub, first and second pilots, both USNRF, with Wireless Operator Rollhause and Machinist's Mate Bernstein, sighted an oil patch while flying at 2,000 feet altitude, and new oil was constantly appearing, indicating the presence of a submarine nearby. Two bombs were dropped, one scoring a direct hit, and the other very close. Destroyers were signalled, and upon their arrival dropped several depth charges, when bubbles rose to the surface, and the oil patch widened to more than twice its former size. According to the records of the British Admiralty this submarine is classified as "seriously damaged."

On June 8, while the station was still under joint control, pilots Captain Munday of the British air service and Ensign Rumill, USN, sighted a periscope 15 miles east of Spurn. The periscope disappeared immediately and the plane upon arriving at the position noticed a disturbance of the water, as if the submarine were lying on the bottom, and bubbles were seen to rise. Two bombs were dropped, whereupon more bubbles as well as oil came to the surface. No further results were observed, but owing to lack of fuel the seaplane was compelled to put back to the base.

On the occasion of a distressing accident when two flyers were killed and a third seriously injured as a result of their seaplane crashing into Humber River, a gallant attempt was made to save the victims. Seaplane 4067 was starting for Dundee on October 28, 1918, with Ensigns Benjamin Lee and J. Garrison, both NRF., as pilots, and R. G.

Camp Borden, Canada.
For a short time Naval Aviators were trained here.

Fisher, machinist's mate, 2d class, when the seaplane crashed into the Humber River. Lieut. R. H. McCann and Ensign G. S. Hodges dove overboard from a rescue launch, under the burning wreckage in their endeavor to save the lives of the flyers. Hodges brought Garrison unconscious through the burning wreckage to the rescue boat, keeping him under water intermittently and with his own person protecting the unconscious officer from the flames. In his rescue Hodges himself was severely burned, and it was solely due to the heroic rescue work that Garrison was not lost. Both Lee and Fisher were drowned.

Other naval air stations in the British Isles were maintained at Felixstowe, Wexford, Queenstown, Lough Foyle, Whiddy Island, besides the assembly and repair base at Eastleigh, 70 miles southwest of London, which was established for the purpose of serving the entire Northern Bombing Group, acting in conjunction with the delivery and distribution at St. Ingleverte, France, which was located inland four or five miles from Calais.

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RESCUE BY BRITISH DESTROYER.

WATCH TOWER, PENSACOLA.

In the early summer of 1918, the Huns were very active in this western front and grave alarm was felt that the enemy might break through to the channel ports and overrun the country adjacent to Calais, in which section the original plans were to establish the repair and assembly base. It was deemed urgently necessary to seek another location more protected from bombardment and possible capture, and where mechanics could turn out the planes and assemble parts without interference, yet accessible to the patrols and air stations of France and England. The British had partly completed an "acceptance base" at Eastleigh, which the Air Ministry offered to the U. S. Navy. The offer was accepted, and the station was taken over in July, 1918, completed in record time, and for the remaining months of the war this base rendered efficient service to the American naval air service in supplying equipment as needed.

STATIONS IN FRANCE

The first naval air station to be established in France was Dunkerque, near the Belgian line on the Strait of Dover, and close to the front. Construction was undertaken by the French authorities, which was expected to be completed by September, 1917. October came, and it was still but 30 per cent done, when a detachment of fifty Americans was detailed to push the work. In November, 100 more bluejackets were sent to Dunkerque and every effort was made to expedite the construction. Shortly thereafter the station was ready for occupancy, and in January trained personnel began to arrive. Patrols, however, could not be carried out for lack of ordnance and flying equipment.

At first the operations consisted of anti-submarine patrols over the English Channel, and by arrangement with the French Seaplane Station almost constant daylight patrol was maintained. Due to the inferior types of planes it was not possible to patrol the nearby Belgian coast, but an occasional offensive patrol was made with the Hanriot single seaters, the usual plan being to send out two or three DD flying boats equipped with two 130-pound bombs, accompanied by a flight of five Hanriots as protection from enemy craft. The DD's carried a gunner forward and aft, but still were not considered self-protecting and were, moreover, slow and unwieldy. Great trouble was experienced with equipment, especially the flying boats' power plants, which caused a large percentage of patrols to be abandoned because of motor failure. Notwithstanding, numerous "alerts" were answered and on many occasions submarines were bombed. The station was credited with one submarine. At critical periods the entire station force was turned over to the British, and every assistance was lent them and the French, particularly during the enemy drives in that area. American pilots frequently joined French and British squadrons operating with land machines. Observers were loaned and

HANRIOT SCOUTS AT DUNKERQUE.

the station personnel assisted the allies in the erection of airdromes and in other essential work.

Lieutenant Chevalier, who was in command from the fall of 1917, was relieved in July, 1918, to take charge of the aviation repair base at Eastleigh, being relieved by Lieutenant Gates, NRF, who distinguished himself as a daring flyer and who was later brought down inside the enemy lines while flying with a French spad squadron and was captured, but possibly due to the approaching break in the enemy's resistance, he was saved, and after the armistice obtained his release.

During the entire occupancy of the station, Dunkerque was subjected to enemy bombing raids, many of them severe, and resulting in much damage to the station, but fortunately without casualties. The almost continuous night bombing as well as bombardment by long-range guns made living conditions very difficult, despite which the behavior of the men was at all times most admirable.

At one time a British night bombing squadron was driven from its airdrome and the airdrome completely wrecked by an enemy night raid. To permit the British to continue their night bombing operations, the repairs must be made immediately, and with the assistance of the American force the airdrome was put in shape, and by evening the British were again able to operate.

At another time the British were driven from their airdrome, and the American contingent erected new barracks and hangars for them on another field, so that the British operations might be continuous.

Awaiting Secretary Roosevelt's Inspection, Dunkerque, France.

One day a German seaplane was reported operating off Ostend. Five American Hanriots were dispatched on offensive patrol into the area, where they remained for an hour or more without locating the Boche. Meanwhile a fog came up, and the flight became scattered. One machine landed in Dieppe, 150 miles from its station. Another pilot found himself well inland on coming out

of the fog; seeing troops below, he descended to see whether they were Huns or allies. He found them to be Belgians and he landed safely on a convenient marsh. To his surprise he learned that he was directly back of Dixmude, and by skillful maneuvering he managed to get out of the marsh and proceeded safely over the treetops back to Dunkerque.

No American seaplanes were ever used at this station. The reasons were that the harbor was extremely narrow, and all the American seaplanes which were provided were too large for use at Dunkerque. Furthermore, there were no American seaplanes suitable for operations in direct contact with the enemy such as were required at Dunkerque.

During the summer this station was exceedingly active, and rendered notable service in practically eliminating the submarine menace along the French coast. On August 12, a squadron sighted a Hun submarine and released eight bombs, one of which scored a direct hit. The submarine rolled slowly to starboard, lying bottom upwards for five minutes, when she gradually sank. The other seven bombs exploded close alongside the hull. After dropping the bombs the seaplanes circled around, firing 500 rounds of ammunition into the hull until she sank bodily.

Three days later an airplane squadron sighted a submarine off Ostend, which submerged before the patrol arrived, and no trace could be found. Three bombs were dropped, two of which exploded 20 yards astern of the suspected position. but no further trace of the submarine was found than the appearance of two oil patches.

During the summer and fall the enemy works at Ostend, Zeebrugge, Brugeoise, Bruges docks and canal and airdomes at Ghisbelles and Marialter were frequently bombed by airmen from Dunkerque, inflicting serious damage.

LE CROISIC

One seaplane was assembled in the old French hangar at Le Croisic in October, 1917, and in a few weeks three others were ready for flight, the first

U. S. Naval Air Station, Queenstown, Ireland.

Running before a Storm.

flight being made on November 13. Henceforth, both patrol and convoy flights were made regularly. Communication was poor, and the time and position of passing convoys were uncertain, so with no adjoining air stations to cooperate in convoy work, long flights were necessary.

After the station began to operate, Le Croisic was used as an assembly base for Tellier, DD and Le Peu seaplanes. As more machines, equipment and spare parts were received and hangar space provided, more extensive work was undertaken. The installation of radio ashore and in planes enabled the intelligence officer to keep better informed of the positions of planes on patrol, and with the addition of a machine shop and a carpenter shop, damaged planes and worn engines were quickly put back in commission.

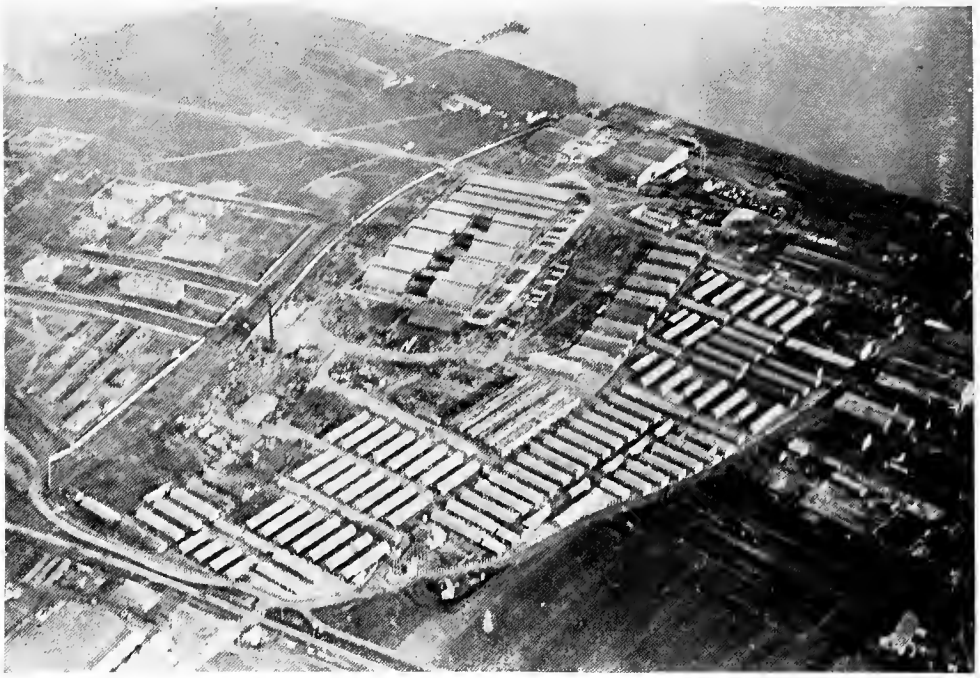
Not long after the station was in commission, four submarines were sighted off Belle Isle, and two planes sent on patrol. They did not get the submarines, and one plane failed to return on time. This plane, which was piloted by Ensign K. R. Smith, NRF, with N. Wilkinson, Elect., and Brady, Mach. Mate, as members of the crew, had an experience, thrilling in itself, which illustrates the variety of hazards of aerial warfare.

Upon leaving Le Croisic, the clouds were very low and quite a sea running. Search was made for mines and submarines, but none were found. After cruising several hours, their motor went dead and about 3 p. m. they were forced to make a tail-to-wind landing on the surface with a big sea running. A pigeon was dispatched for help. They were not certain of their location, and the sea became very rough. As night came on they stood watches, one bailing while the other two slept. The next morning they sent out another pigeon, urgently calling for help. They had no food and all hands were seasick. It developed that the motor trouble was due to failure of the gas tank to feed. About 11 o'clock the second day, Wilkinson got the motor started, and tried to put back to Ile

D'You, but they made little headway because of the rough sea. Then their left pontoon filled with water. In making a desperate attempt to get the machine off the water, they broke their left wing, and in the words of the report of the pilot, they "got themselves into a hell of a scrape." Things then began to look pretty black, but the men were game. Night again came, and they again took watches, first lying on the wing, then bailing, then sleeping. They had many anxious moments when it was feared the craft would roll over. They passed a mighty uncomfortable night and were growing very weak from lack of food or water. The morning of the third day found them in a still more precarious condition, with the wing getting near the boat as it crumpled. They had to bail constantly and stay out on the wing tip. As the waves came over they felt they were going steadily lower. They finally decided to cast off the wing and tried to get the other wing off, but they were too weak to loosen the nuts. They were gradually sinking on the starboard side and all staying to the portside to keep her righted. They saw their only hope was to cast off the wing, and were about to give up hope, when Wilkinson gave a yell that he had sighted something. At first they thought it was a submarine, and their only hope was that it would blow them up and end it all. It proved, however, to be a French destroyer which was one of the many vessels and aircraft that were searching for the missing plane. The men were in bad condition from the trying ordeal, but they soon recovered after getting back to station. Their plane sank a few minutes after they had been taken off.

COOPERATION WITH FRENCH

Throughout the American activities, there was hearty cooperation with the French Air Service, although for the first few months the French were sorely handicapped, due to their own pressing needs, in supplying motors and accessories. This cordial teamwork dates



U. S. Naval Air Station, Pauillac, France.
Supply base.

from the memorable visit of Marshal Joffre and his mission to Washington in April, 1917. Among the requests made upon the American authorities was the dispatch of seaplane pilots to France to assist in an aerial submarine patrol. The French admiral of the mission was informed that American aviators were not available, as the output of American planes had already been sent to Europe, leaving but a small number at home for training purposes, but that while we were sorely lacking in trained aviators we had a plentiful supply of student aviators. Accordingly, it was agreed that the first detachment of student aviators and student mechanics should be sent over immediately, the French admiral explaining that there were many schools and abundant facilities for training. U. S. Naval Aeronautic Detachment No. 1 was quickly organized, comprising fifty student aviators, fifty student mechanics and twenty-two men of the ratings of yeomen, cooks, bakers, hospital corpsmen, messmen, etc. In the detachment were seven officers of whom four were naval pilots, two supply officers and a doctor.

With this force went about 50 tons of stores, provisions, clothing, canteen supplies, aviators' necessities, galley and mess gear, tents, lumber, tools, hardware and whatever was required to make a camp habitable. The detachment and material were sent via two colliers, the *Jupiter*, which landed at Bordeaux June 6, and the *Neptune*, which arrived at St. Nazaire on June 8. Upon arrival it developed that the French authorities were quite unaware of their coming, or of the purpose for which they had been sent, and hence no arrangements had been made for their accommodation or training. After several conferences with the French ministry and the U. S. Naval attaché in Paris, it was decided to send the student aviators to Tours, and the student mechanics to St. Raphael for training. It was further agreed that the detachment should work under American officers commanded by Americans, and manned entirely by American personnel,

Official U. S. N. A. S.

U. S. Naval Air Station, Ile Tudy, France.

rather than to try to infiltrate American personnel into French stations. The detachment furnished a basis for operation of three stations, 500 additional Americans being needed to man them, performing such duties as boatmen, truck drivers, chauffeurs, waders, yeomen, hospital corpsmen, cooks, bakers, stewards, messmen, etc., based upon the French organization plan of about 200 men to a station of sixteen flying boats.

The French undertook to erect the three stations at points to be mutually agreed upon, to be reimbursed by the U. S. Navy. It developed, however, that while the ground training and preliminary instruction in flying at land stations were to be handled by the French, the subsequent training in flying boats, bombing and aerial gunnery could not well be undertaken by the French, because of crowded conditions at their schools. The French thereupon proposed that the U. S. Navy establish a school for the finishing training of student aviators in French flying boats, as well as in bombing and in aerial gunnery. This plan, together with the proposal of the French to establish three seaplane stations and one school, was submitted to Washington for approval; and on June 21, 1917, the training was actually started at Tours and at St. Raphael. Dunkerque was selected as the first American station, because of its proximity to the German lines, and because of its great importance in preventing the coming and going of submarines from the German bases in Belgium. It was especially desired that the United States should actively engage in offensive operations with the Allies as soon as possible. Dunkerque offered this opportunity, and the only suitable location for a seaplane base, where it was hoped our aerial patrols would come in contact with the aircraft of the enemy.

In the Harbor of Brest, France.

The French were quick to see the efficacy as well as the sentimental value of having the other two bases located adjacent to the principal points of entry for American troops landing in France, and

U. S. Naval Air Station, Le Trinité, France.

material. Consequently, a policy was adopted covering developments of naval aviation in France that the United States Navy would look to the French Navy for seaplanes, motors, instruments, armament, bombs and accessories; while the preliminary training of pilots would be conducted in the United States, with the finishing training at French schools until such time as the American schools should be in operation, and that the U. S. Navy would bring to Europe the required quota of motors, automobiles, trucks, and boats, bringing over as soon as practicable its own construction material, machine tools and camp equipage.

suggested points on the Loire and Gironde Rivers, and after a survey was made of the coast Le Croisic was chosen as the site for the station, as aerial patrols could operate for the protection of convoys entering the Loire River, and St. Trojan as the base near the Gironde River. Moutchic was chosen as the site for the school.

In the course of subsequent conferences with the French Ministry of Marine, it was developed that the French had shortcomings in both personnel and material. These were candidly admitted, since, due to the mobilization by the army of every able-bodied Frenchman and the transfer to the army early in the war of all naval pilots, the French navy was seriously embarrassed in obtaining the young men who were mentally, physically and temperamentally qualified for successful aviators; but the French flying boats were superior to anything that could be found at that time in the United States. On the other side of the account, America had an abundance of excellent aviator material, as well as an ample supply of trucks, autos, boats and construction

In August it was agreed in conference that the production of the English type of Curtiss bi-motored flying boat, an American development, should be pushed in the United States. Accordingly, the French asked that the Navy undertake the maintenance of a station at Brest from which to operate this seaplane,

Nose-In, Lake Bolsena.

Panorama of "Goat Island City."

which was larger, of greater radius, and of more seaworthy qualities than any French flying boats.

At the request of the French, the U. S. Naval Air Service constructed and operated a station at Ile Tudy to augment the French station near Cape Pen March, where the Huns were sinking a large number of vessels. The Navy Department then proposed to construct seven additional stations if the French could outfit them with flying boats. The French replied they could equip one station a month, beginning with October and ending with February, 1918, when it was expected that American production would be available in Europe.

The sending over of set-up seaplanes would make too great a demand on the tonnage, and consequently the policy was adopted of setting up, assembling and testing the planes in France. A base for this work was required and it was determined to make it a supply base as well. A plot of ground at Pauillac had been assigned as a base for patrol vessels of the U. S. Navy in the Gironde River, and this site was used for the new station.

By September the training of our pilots and mechanics at Tours and St. Raphael was completed, and the detachment was consolidated at Moutchic, small parties being sent thence to the French seaplane schools at Hourtin, to the school of aerial fire at Cazeau and to the bombing school at St. Raphael.

Kite Down at Sea.

French railroads at that time were sorely overtaxed and could not be relied upon for the movement of freight along the coast. It was taking three weeks to make a shipment from Brest to Bordeaux, less than 500 miles. Being plainly evident that with the advent of the American troops this situation would become worse, water transportation was provided when the French requisitioned the *Mecknes*, a steamer of 300 tons net capacity, and the *Bella* of 750 tons capacity was requisitioned by the U. S. Shipping Board. Sailing vessels were later chartered, and the problem of the transportation and distribution of stores between Brest and Pauillac and intermediate stations was solved.

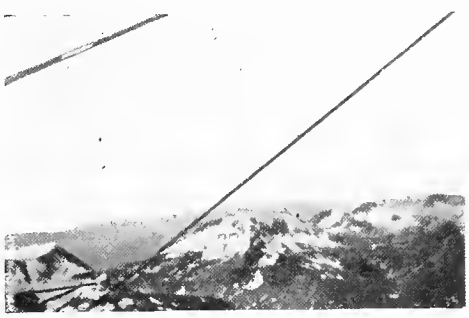
By October 1st, additional men began to arrive from the States. Pilots were trained and they awaited only the completion of the stations and the delivery of seaplanes to begin operations. Le Croisic was first to be finished, the work being principally done by German prisoners under the supervision of Commandant Vaschalde of the French service. Dunkerque, as we have stated, was retarded, due to shortage of French labor, and was eventually taken over and completed by the Americans. St. Trojan, similarly, was badly delayed by labor

U. S. Naval Air Station, Porto Corsini, Italy.

shortage, abortive strikes and the contractors' inability to get material. Similar conditions prevailed at Moutchic, which was completed with the aid of our own men. After many discouraging delays the stations were finally commissioned and their influence was soon felt in the rapid diminution of sinkings along the French coast. Prior to the coming of the Americans, the destruction of allied ships averaged one a day; within ten months after our patrols became active only three ships were lost in the patrol area between Pen Marche and Ile D'You, a 99 per cent reduction!

The harmony which in general prevailed between the Americans and the French was demonstrated by the friendships built up between our men and the natives, as well as by the cooperation existing between the air forces of the two countries. The personnel at the American stations was much larger than at the French stations, due, of course, to the depleted man power of France. This larger complement of men accounted for the better humor, higher morale, and consequently greater efficiency at the American air stations, which was noticeable to the French officials themselves.

In the matter of food, our men fared as well as might be expected under conditions which then existed in France. Practically all non-perishable foodstuffs, were brought from the United States. Fresh meats, eggs and vegetables were obtainable in the vicinity of the stations, at very high prices it is true, but not more than the French themselves paid. In many instances these supplies were obtained on French commissary contracts.

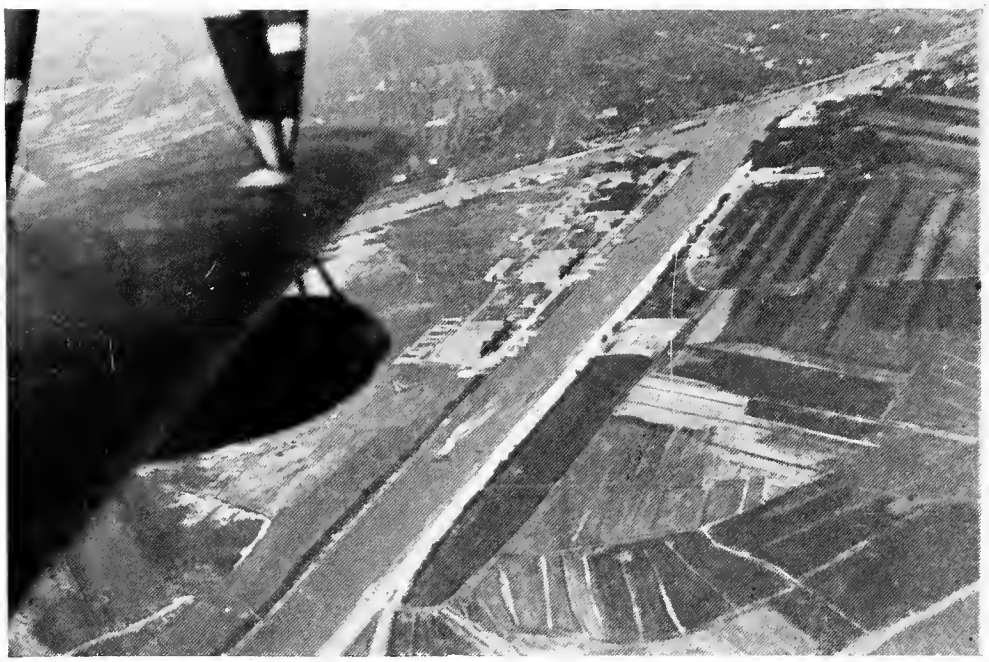


"Ferrying" over the Alps.

Operations in Italy

The part played by the United States naval aviators in Italy differed in several important respects from the operations already described in England and France. In Italy there was much more bombing and less patrol work, due, of course, to the different methods of warfare employed. Their special objectives were the enemy bases of Pola and Trieste.

First of American naval aviators to operate in Italy was Lieutenant Commander McDonnell, who in January and February, 1918, made test flights in Caproni planes while on inspection duty. As a result of these tests, Caproni bombing planes were extensively used in the Northern Bombing Group. McDonnell, while visiting the Italian front at Padua, was the first American officer to make a flight over the Italian-Austrian front. The objective was a German airdrome behind the Austrian lines. McDonnell acted as gunner on this raid, which was successful, it was afterwards learned, in



Porto Corsini Station from Air.
The station of worried landings.

setting fire to a German hangar and destroying three or four German machines. The raid was particularly thrilling from the start. The machine got away during an Austrian attack on the Italian airdrome, and had to pass through the Italian barrage and under the bombfire from the Austrians. His was the only machine of the squadron which left the airdrome. Return was made with great difficulty, the Austrians having meanwhile destroyed one of the hangars and fourteen planes. Landing was made with greatest hazard, but without accident. For this exploit McDonnell was cited for a silver medal by the Italian government.

Subsequently, an American bombing station was established at Porto Corsini, a village on the Adriatic, at the mouth of the canal leading to Ravenna, about 70 miles south of Venice. The principal objective of the American squadron was Pola, Austria's main naval base. During the Italian retreat, a temporary air station had been hastily established near Ravenna, and when the new line was formed at the Piave, the Italian authorities proceeded to erect a permanent camp at Porto Corsini, which the Americans took over, supplementing its equipment with about thirty-five Italian flying boats, which the American pilots had learned to operate at the U. S. Air Station, Lake Bolsena, Italy. While the station at Porto Corsini was still under construction, the first contingent, or thirty-five officers and about 300 men, arrived. Additional pilots were added to the complement, and more men sent from the station at Pauillac, so that by the latter part of August, 1918, Porto Corsini had become a thriving American city, known to the natives and the newcomers alike as Goat Island City.

Many of the pilots had formerly been in the American ambulance corps and had later been trained in the ground school at Moutchic, with a flying course at Lake Bolsena. The station rendered most effective service in cooperation with the Italians, who were frequently in contact

with both land and sea machines. Night bombing expeditions were continuous, and frequently daylight expeditions were conducted for the purpose of distributing propaganda and taking photographs. The type of planes used for bombing were the Italian FBA's, L-3's and Macchi 8's, and for the chasse the Macchi 5's.

Porto Corsini itself was subject to frequent bombing attacks. On the night of August 21–22, 1918, an attack was made by about ten enemy planes which dropped forty-nine bombs, ten falling on the station, the others across the canal. In retaliation, two M-8's, with pilots Ensign R. B. Read and Quartermaster George W. Knowles, left the station the same night and bombed Pola, dropping several bombs in the arsenal and hangars. This was the first night-flight from the American station, and the results were excellent. Pola was easily located, likewise Porto Corsini on the return trip.

After that, attacks and counter-attacks were continuous. An aerial combat occurred in August over Pola, in which the Americans gave a good account of themselves. A patrol of two bombing planes and five chasse planes left the station to distribute propaganda on Pola. Two machines had motor trouble and put back before the engagement. After dumping the reading matter over Pola, the fight began. The Austrians used their anti-aircraft guns, but with poor results, when five land chasse planes and two hydroplanes assembled to attack them. Ensign Ludlow, leading pilot of the chasse machines, gave the signal to attack three Austrians, and dived at them with Pilots Parker and Hammann following. Voorhees, a fourth pilot, was unable to enter the combat because his machine guns jammed. The fight started with Ludlow attacking the center machine, Parker one to the left, and Hammann engaged two others. Ludlow's engine was damaged by bullets, and Parker's right gun jammed. Ludlow started home, fighting off two machines, when his motor broke down due to the damage it had earlier received, and his plane caught fire. He entered a spin and

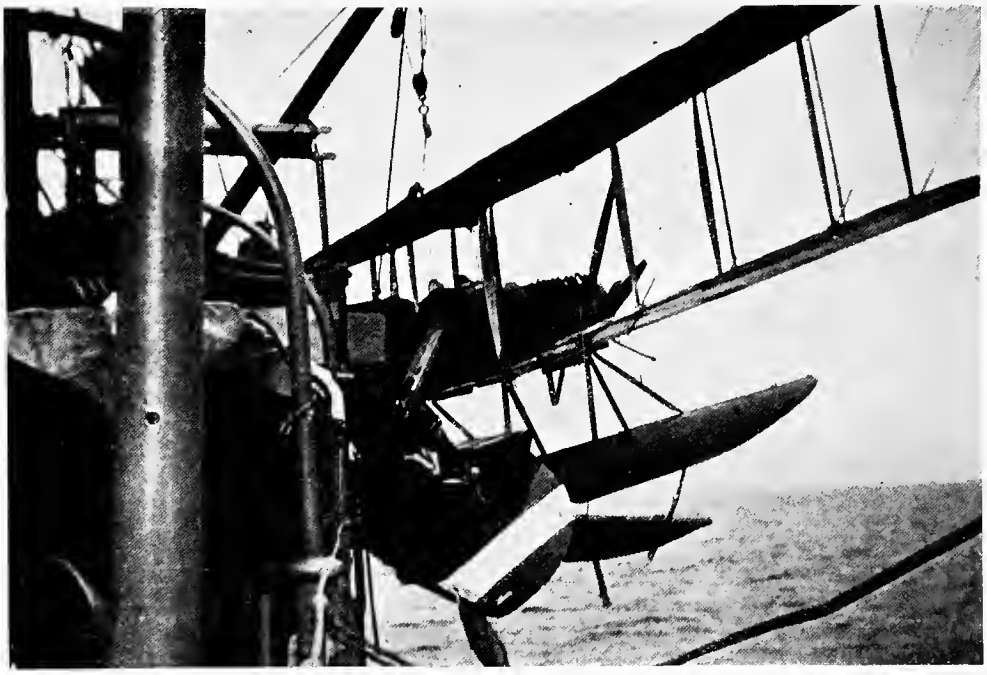
Liberty Loan Parade, U. S. N. A. S., Porto Corsini.

threw off one of the enemy, at the same time putting out the fire. The other enemy plane followed him down to 500 meters. Ludlow landed a short distance from Pola, and the enemy plane returned to its base. Hammann saw Ludlow land, and after throwing off the two machines with which he was engaged, landed near Ludlow and after destroying the damaged machine, Ludlow returned in Hammann's machine, sitting on the boat directly under the engine. They did not leave, however, until they had made certain that the abandoned machine had sunk, firing 100 rounds at it from the air to complete the destruction. The men were badly bruised and cut up, but otherwise no injury was inflicted. All pilots returned to base.

On September 15, an unfortunate accident occurred in which two flyers gave up their lives. Ensign Louis J. Bergen, pilot, with Gunner Thomas L. Murphy, observer, left the station in a Macchi. They followed the course of the canal toward the sea. When the machine was about over the naval base, it started to turn to the right, went into a right spiral and crashed to the ground, landing in a corn patch. At the time of the descent the machine was flying at an altitude of 250 meters. Both Bergen and Murphy died from the injuries they received.

In accordance with instructions from the Italian authorities, Porto Corsini worked in conjunction with the Venice squadron in offenses against the enemy bases, and in carrying out these instructions joint raids were made by the two squadrons on Pola and the Austrian hangars. Pola was bombed on July 17 by American planes, destroying four hangars belonging to the Austrians, and one of the Germans. The battleship *Babenburg* was hit, sending her to dock for repairs.

In August, 1918, four seaplanes, under the direction of Lieut. R. B. Read, made a flight in which the pilot of one, Smith, was forced to land, owing to engine trouble. Because of darkness and rough sea, his



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TRANSPORT PICKING UP U. S. PATROL PLANE IN MEDITERRANEAN SEA.

left wing was badly damaged, and after remaining in the water five hours his machine was sighted by an Italian patrol boat which towed him within 5 miles of the Italian coast. Another, Pilot Stuart, lost his direction owing to heavy mist and darkness. When he sighted the Austrian coast, thinking he was south of Pola, he changed his course due north and flew up the coast, sighting a town which was probably Cittanuova. He flew over the town and dropped several bombs and after flying over the Piave lines he landed at Venice for refuelling, when he returned to the station. The other machines continued northeast and headed for the Austrian coast, near which was sighted a line of Italian destroyers, which aided them in their course by their flashes. Near the Austrian coast they encountered a heavy strata of clouds at a height of 2,000 meters. They arose to an altitude of 3,400 meters, which was kept while flying over Pola. They released four bombs, all of which were seen to explode, and although a heavy barrage was put up, no damage was done to the machines, and they returned safely to their station.

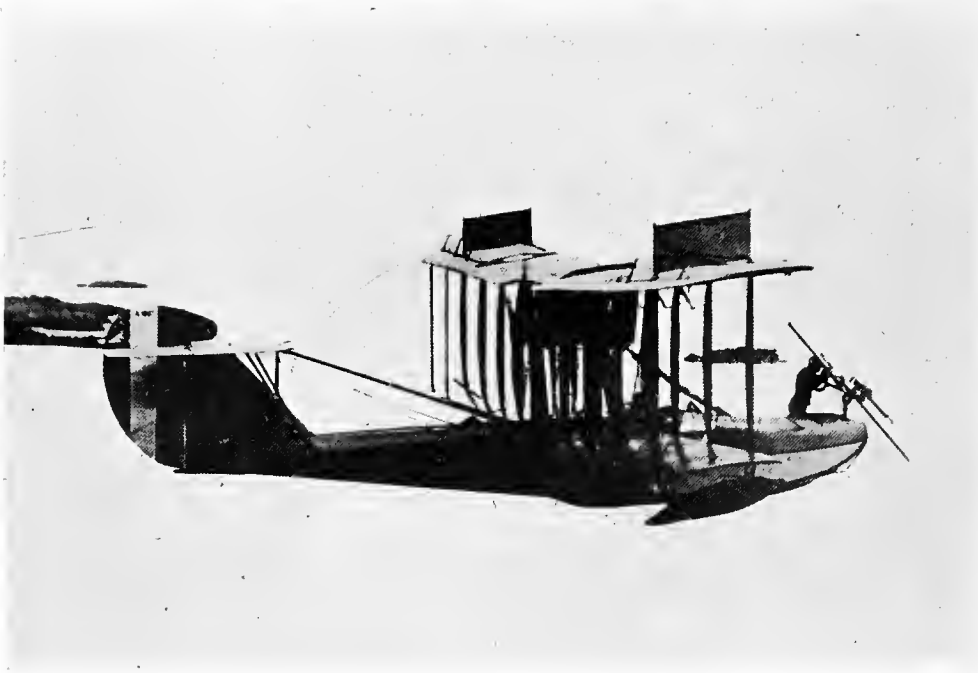
(C) Harris & Ewing
ADMIRAL SIMS

These activities were continued almost daily through August, September and October.

A PERSONNEL OF HIGH GRADE

A gallant and adventurous lot of men were attracted to the naval air service; young men to whom danger was but an incentive to greater effort. Of all the fine, up-standing, clear-eyed young Americans who entered wholeheartedly into the war for the liberties of mankind, none were of a higher class than those who were attracted to the naval flying corps. Its hazards, as well as the boundless opportunities it offered for individual endeavor, appealed to them. Vice-Admiral Sims at the close of hostilities, in a message couched in the conservatism of an official dispatch, asked the Navy Department to, "Please express to the naval aviators of America my most sincere appreciation of their courageous and loyal performance of duty at home and abroad throughout the war. Their brilliant exploits, their determination to win will ever remain one of the highest tributes to American manhood. The performance of duty of these young naval aviators under my command has not only been in keeping with the very best traditions of our naval service, but has in addition won for America the enthusiastic praise of her allies."

Admirals are not wont to "slop over" in their official correspondence; in fact there is some regulation against effusiveness, so we may infer that Admiral Sims would, in an informal expression, be still more enthusiastic over the gallant exploits and the chivalry of these young knights of the air. And well he may, for the record is replete with acts of heroism and daring. To mention all of them would far exceed the limits of this narrative, and to speak of a few would be showing an unfair discrimination. Yet our story would be incomplete if we failed to call attention to some achievements, for they were inextricably woven into the



HS-2 Patrol Plane Equipped with Davis Non-Recoil Aircraft Gun.

history of the naval air service in the war.

Take, for example, Lieut. A. L. Gates, whom we have mentioned. Gates was serving at Dunkerque when a signal was received that a British plane had been brought down by the Germans up along the Belgian coast, and had fallen in the sea within range of the German guns ashore. Gates immediately jumped into a seaplane and without waiting for assistance or for an observer or a machine gunner, "shoved off" at a 90-mile clip. Reaching the place where the British aviators were clinging to the wreck of their plane, still being the target of the guns on shore, Gates swooped down beside them, and reckless of the wicked Hun fire, made a skillful landing, pulled the three wrecked aviators into his plane, soon rose and beat it back to Dunkerque, meeting on the way the other rescuers who were hurrying to the scene in planes and coast water craft, motioning them to go back to avoid the enemy gunfire, which by this time had gotten very angry. For this service Gates was awarded the distinguished flying cross by the King of England.

On October 4, Gates was one of the pilots in a squadron of seven Spads which left St. Pol airdrome with orders to patrol the Ypres salient over territory around Courtrai, Roulers, Dixmude and Foret d'Houthoulet—a lively part of the western battle front at that time. After being out forty minutes they encountered about fifteen enemy aircraft, consisting of Fokker scouts, biplanes and a few triplanes. The Spads quickly dived to a point within the allied lines, and the enemy craft did not pursue them; whereupon, the Spads climbed and returned to enemy territory. Two of the Americans had engine trouble and returned to base, but the other five machines kept on. While flying over Courtrai at an elevation of 4,000 meters, a superior enemy air squadron was sighted—probably the same Fokker squadron—and the signal was given to dive and return to base. At the moment of the last dive several Huns were directly above them and Gates' machine was seen to be making a right

Funeral of Two Naval Aviators at Porto Corsini.

vertical virage. This was the last seen of him, and he was given up as lost. He was captured and after the armistice, a little over a month later, was safely returned. Doubtless he owes his life to the fact that the enemy resistance had begun to crumble, and the Huns saw the wisdom of treating him with humane consideration.

Then there was Lieut. D. S. Ingalls, to whom the British Air Ministry awarded the distinguished flying cross, with the comment that "His keenness, courage and utter disregard of danger are exceptional and are an example to all. He is one of the finest men this squadron ever had." The feats which brought forth this eulogy covered an active period of several months bombing and fighting. In August he flew over the Hun airdrome at Varsenaere, firing 650 rounds with his machine guns into it, besides dropping four bombs and, although flying very low, the Huns were unsuccessful in getting him. On September 15, he made the Huns another call, this time at the Uytecirke airdrome on a low-bombing raid, obtaining a direct hit. On his way home, assisted by another Camel he shot down a 2-seater enemy plane in flames. He was a glutton for low bomb raids, for the citation mentioned two other trips in which he did good work with bombs and machine guns, besides helping destroy two enemy airplanes, and once, single handed, he attacked six enemy machines, driving one down damaged. Ingalls also shot down an enemy kite balloon in flames near Ostend.

For thrilling experiences, we cite the case of Ensign E. A. Stone, a young American reservist, who, with Sub-Lieut. Eric Moore of the Royal Air Service, was on patrol in March, 1918, when the engine stopped dead, forcing a landing in a rough sea. The craft was without radio or kite to call for assistance. Two carrier-pigeons were released, one of whom refused to budge from the machine until Moore threw the clock at him. One pigeon, with the one word "sinking," reached home, but as they had lost their course their location was unknown. The men were continuously soaked and lashed

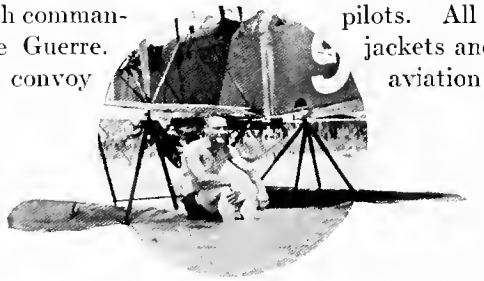
by the March seas, for eighty hours, without food or water, until finally picked up by a trawler. Reports meanwhile had been sent to headquarters that they were lost.

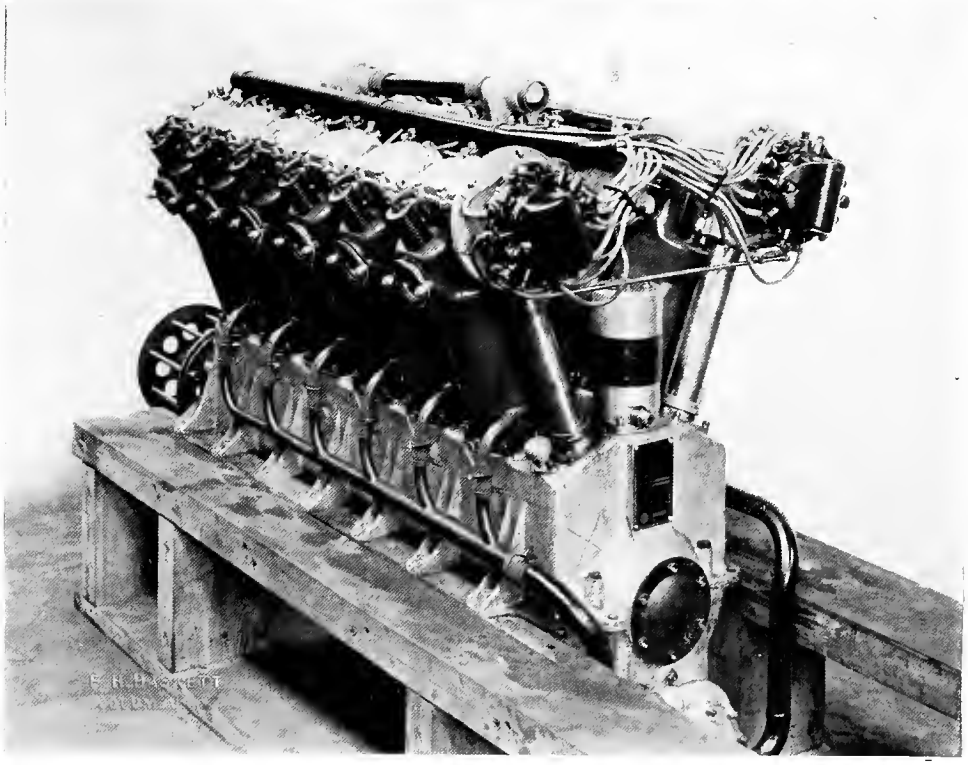
Comdr. L. H. Maxfield, of the regular Navy, was recommended for a gold life-saving medal for an exploit as unusual as it was heroic. The dirigible "Capitaine Caussin" under his command was patroling a convoy north of Quiberon, when the pressure began to fall, and after making every effort to keep the dirigible in the air, she came down. Upon striking the water, two of the crew, Allely and Elliott, were thrown into the sea. They were having considerable difficulty swimming, because of their combinations, or "teddy bears," which greatly impeded their movements, and Allely called out for help. By this time the ship had drifted 75 yards, but Mr. Maxfield, shouting to Allely to hold out, jumped into the sea. He swam to them, but by this time the dirigible was three-quarters of a mile away. A small motor boat appeared and picked them up, afterward coming to the dirigible and removed several members of the crew. The remaining men were left in the ship, which rapidly drifted ashore. Had Maxfield not gone so promptly to the rescue of the two men, Allely certainly, and Elliott probably, would have drowned.

For their gallantry in action near Ile Tudy, two American pilots, R. H. Harrell and K. R. Smith, were recommended by the French commandant for the Croix de Guerre. A southbound coastal convoy was off Pen Marche when two avions were seen dropping bombs 2 miles to seaward. The destroyer *Stewart* left the escort and proceeded at full speed to the scene, and a French destroyer approached from the northward. With the aid of planes which dropped smoke bombs at the spot where the submarine was seen from the air, the destroyer headed for the position, dropping charges as it encircled the submarine. The avions continued to drop bombs until they brought up clear water. Between the destroyers and the planes the Hun had no chance of escape. O. E. Williams and H. W. Studor were the observers in the two planes, and rendered very efficient service in placing the bombs and guiding the destroyers.

And so we could go on almost indefinitely, recounting exploits such as these, which would be recalled by the readers of this book as merely a part of their daily routine in the adventurous days of comradeship and unselfish service in the United States Naval Flying Corps.

Great credit is due the enlisted personnel of the naval air service. No finer class of men was ever brought into a military force than the members of the crews of the air stations abroad. Many of these men won commissions, and still others rendered equally praise worthy service in the enlisted grades. All the radio operators and a great many observers were enlisted men, and not a few gave a good account of themselves as pilots. All honor to the bluejackets and marines of the naval aviation service!





The Liberty Motor

Compiled from Official Sources

DURING the time that the production of airplane engines for training was getting under way, careful thought was being given to the possibilities of producing combat engines quickly in the United States.

Engines of increasing horsepower were being demanded at the front, this indicating the early abandonment of sizes and types of engines previously in favor. In fact, up to May, 1917, there was not among the Allies any well-proved engine (with the possible exception of the Rolls-Royce) of a horsepower sufficiently large to insure its popularity and suitability for two years. American experience with large-scale production of automobile engines had shown that two years would be required to tool up for and to obtain a year's output of a given engine.

At that time England was manufacturing or experimenting with thirty-seven different kinds of engines and France with forty-six. It seemed wise, if possible, for the United States to avoid a similar situation, with its exacting requirements for innumerable repair parts —a situation which would be complicated still further by long distance from the scene of war.

There were in the United States extensive facilities for the production of the simpler forms of internal-combustion engine, such as those used in automobiles. American engineers and manufacturers had had wide experience in designing such engines and in producing them in quantity. American engineering talent, ingenuity and knowledge of design was at least equal to that abroad.

It was apparent that prompt action was necessary to meet the enormous requirements for engines and spares demanded by the contemplated program. It was also clear that these requirements could not be met unless the automobile-engine industry could be mobilized for that purpose; furthermore, even with the talented organizations and experience of this industry, there was little chance of completing the task unless their efforts could be concentrated on one type of standardized engine designed especially to suit American quantity-production methods.

After many preliminary investigations, Col. Edward A. Deeds came to the conclusion that it was essential for the United States to concentrate its energies upon the smallest possible number of types of engines and to give special attention to equipment which could be manufactured in quantity, and which would be least affected by the rapid advances in the art.

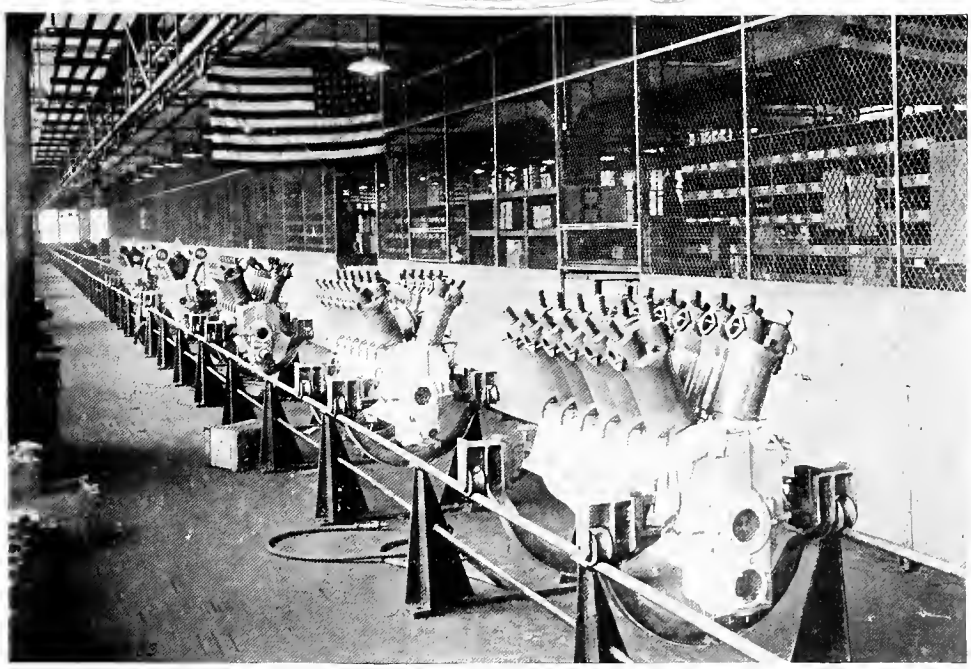
He considered it entirely possible to design and build an engine suitable for war purposes and adapted to American ideas of quantity production in less time than the Bolling Commission could complete its investigations and negotiations and send us drawings and models of European types that in all probability would be wholly unsuited to our production methods. He believed that the United States should concentrate its greatest effort on a type of aircraft engine which could be made in powers sufficiently high to assure continued usefulness for a term of years and which would possess the maximum degree of interchangeability between similar parts. Colonel Deeds proposed this plan immediately to his associate, Col. S. D. Waldon, who, after giving it careful consideration, agreed entirely with the plan. A few days later J. G. Vincent, of the Packard Motor Car Company, arrived in Washington and proposed substantially the same idea, which had been developed as the result of his experience with aircraft engines, and which had been crystallized by conferences held in Detroit with the French and English commissions then touring the United States.

As subsequent investigation proceeded this conclusion received the unanimous support of both the American and European authorities and its wisdom has been absolutely demonstrated by the results which have been attained. Colonel Deeds, Colonel Waldon, and Messrs. E. J. Hall and J. G. Vincent met at Colonel Deeds' apartment in the New Willard Hotel in Washington and considered in a general way the requirements which the engines must meet. It was determined that they should be built around a 5 by 7 inch individual steel cylinder with aluminum piston, forked rods, and direct-drive propeller, and that nothing experimental or untried should be used.

Messrs. Vincent and Hall set to work on May 29 to combine their knowledge and information, and within two or three days they had outlined the important characteristics of design of the Liberty engine. These preliminary layouts were submitted to the Aircraft Production Board and the Joint Army and Navy Technical Board, who approved the design and on June 4 authorized the construction of five each of the 8 and 12 cylinder sizes. Every feature in the design of these engines was based on thoroughly proven internal-combustion engine practice.

Parts for ten engines were at once started through the tool rooms and experimental shops of various motor car companies. This work centered in the plant of the Packard Motor Car Company, which most cheerfully and patriotically gave to this work its entire energies and wonderful facilities.

Meanwhile the plans of the engine had been submitted to H. M. Crane, engineer of the Simplex Motor Car Company, and of the Wright Martin Aircraft Corporation, who had made a special study of



Progressive Assembling of Liberty Motors.

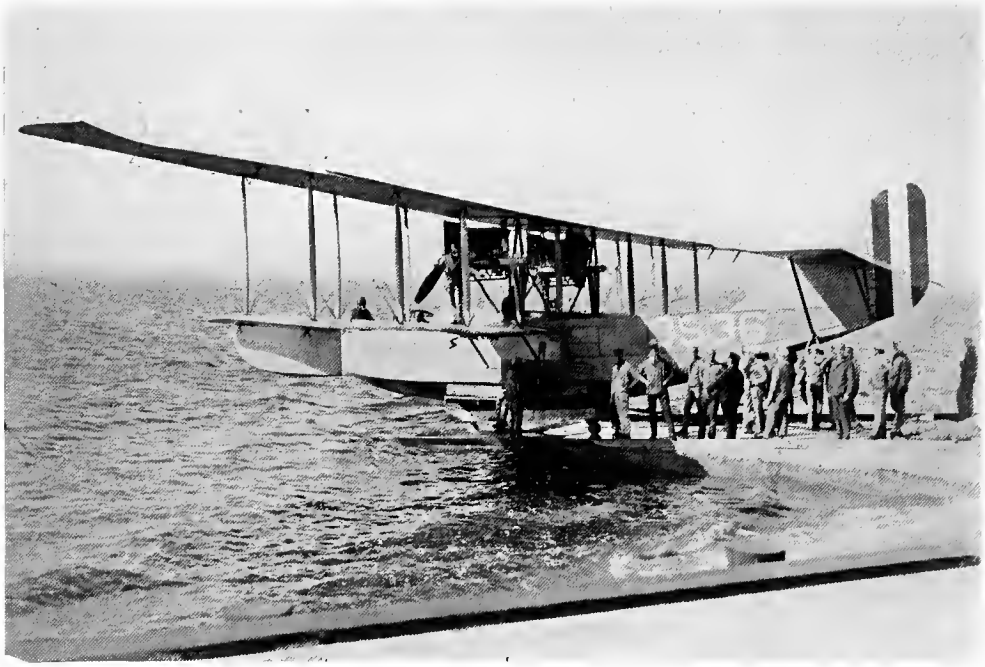
aviation engines in Europe and who for upward of a year had been working on the production of the Hispano-Suiza 150-horsepower engine; also to David Fergusson, chief engineer of the Pierce-Arrow Motor Car Company, and to many of the best experts in the country on the production of motors. Representatives of many other companies, including plane and engine makers, machine tool builders, etc., were called in; these men went over the drawings thoroughly and were consulted on many production features of the engine.

From the foregoing statements it is clear that the Liberty engine was not developed by any species of magic nor by any single individual or company, but was a well-considered and carefully prepared design based on much practical aviation engine experience. The promptness with which the design was completed and the samples built was the result of complete cooperation among all interested parties.

Fundamentals of the design of the Liberty engine have not been altered from the date of its original layout, with the single exception of the scupper feed system for lubricating the crank pins, which was abandoned in favor of the full pressure feed system of lubrication. Numerous manufacturing changes in materials, limits, clearances, etc., have been made to facilitate production, exactly as such changes are made in production of any piece of machinery. As time went on it became necessary to increase the horsepower of the 12-cylinder engine from 330 to 375 and later from 375 to 440. These increases made it necessary to increase the size and strength of certain parts of the engine.

By the method outlined above the first 8-cylinder engine was delivered in Washington and set up at the Bureau of Standards on July 4, 1917, and the first 12-cylinder engine was built and successfully passed a 50-hour endurance test by August 25, 1917.

At first it was believed that both 8 and 12-cylinder engines would be required and negotiations were started looking to the production of both sizes. The Ford Motor



Two Liberty Twelves Constitute the Power Plant of the H-16.

Company agreed to produce 10,000 of the 8 cylinder engines, but before the contract had been made information from abroad indicated that efforts should be concentrated on the 12-cylinder engine. Contracts were therefore let for 22,500 Liberty 12-cylinder engines to six concerns.

This number was sufficient to take care of the requirements of both the Navy and the Army. The first of these contracts was signed in August, 1917, and production work started immediately. It was at once apparent that, to avoid delay and confusion, the engineering and standardization required for developing and manufacturing the engine must necessarily be done in close proximity to the production plants. A district office was therefore established in Detroit, and James G. Heaslet, formerly vice president and general manager of the Studebaker corporation, an engineer and manufacturer of wide experience, was appointed district manager. At the request of the Chief of the Engine Production Department an order was issued in October, 1917, which placed all engineering, inspection and production of the Liberty engine in charge of a committee of engineers and manufacturers composed of Lieut. Col. E. J. Hall, Maj. James G. Heaslet, Henry M. Leland, C. Harold Wills of the Ford Motor Company, and Messrs. Beall and Roberts of the Packard Motor Car Company. With them were associated D. McCall White, engineer of the Cadillac Motor Company, and Walter Chrysler, general manager of the Buick Company. Presided over by Major Heaslet, these men in their respective plants and in joint meetings pushed forward the development and production of Liberty engines. Each without reservation revealed all the trade secrets and processes which they had developed in their plants during the preceding years. The Packard Motor Car Company gave to this developmental work all of its equipment and personnel. The wonderful organization of the Ford Motor Company was devoted to solving the problems presented by the production of this engine. The unique method of making a rough cylinder from

a piece of steel tubing, also a new method of making durable and satisfactory bearings, were among the extraordinary results of the work of the Ford Motor Company, and its highly skilled organization.

Difficulties which ordinarily would have been well-nigh insuperable, or which at least would have prevented rapid progress, were immediately encountered; for example:

The existing motor-building plants had practically no machinery of sufficient size to handle the parts of the Liberty engine; it was therefore necessary to build and frequently to design the machine tools for this purpose.

Between 2,500 and 3,000 small jigs, tools, and fixtures are required to produce all the parts of a Liberty engine. For large outputs much of this equipment must be duplicated many times. This made it necessary to requisition practically the total capacity of all the tool shops east of the Mississippi.

It soon developed that men who were able to make the comparatively simple automobile motors did not have the skill required to machine the parts of a Liberty engine; it therefore became necessary to educate thousands of men and women to do this work.

A large amount of unfriendly influence was encountered, a considerable portion of which was doubtless pro-German. This was manifested in the tool shops, where many of the tools made for this work were found to be incorrect and had to be remade before they could be used in the engine-building plants. In the engine-building plants tools mysteriously disappeared or became injured, cans of powder were found in the coal, fire-extinguishing apparatus was plugged up, and numerous other treasonable acts were committed.

As rapidly as skilled men were developed they were requisitioned by nearly every department of the Government. The draft took a great many men, and their return was either impossible or was secured only after great delay.

The materials required for the engines were frequently of a much higher grade than the corresponding materials in automobile motors and much patient work was required to secure their production.

The procurement of necessary transportation and fuel during the winter of 1917-18 presented difficulties which at times were almost insurmountable. Notwithstanding the difficulties encountered, production actually started with the delivery of twenty-two engines during December, 1917.

The Liberty engine as originally manufactured was of approximately 330 horsepower. Information received from overseas led to the conclusion that a higher horsepower would be desirable. Therefore, after about 300 of these engines were in production, the engineers stepped up the horsepower to 375. Under the additional stresses induced, certain parts of the engine, particularly the crank shaft, required strengthening. This was done and several hundred engines were delivered at this horsepower. Then final and definite information arrived from abroad to the effect that if an engine of 400 horsepower or more could be produced, the United States would lead the combatant nations in size and power of engine during 1918 and 1919. The engine was therefore stepped up by the engineers to 440 horsepower. This enormous increase in power necessarily required an increase in strength of practically all the working parts of the engine. This required changes in a very large percentage of the jigs, tools, and equipment used in manufacture. It also required certain metallurgical changes in some of the parts, which in turn involved the development of new and better methods of producing steel for them. These changes in equipment were required in the engine plants, the parts plants, and the forging shops; in like manner they affected all

manufacturers throughout the production line, including the producers of the raw metal.

These changes were made with such speed and energy that by May 29, 1918, one year from the date when the design of the engine was begun 1,243 Liberty engines had been produced and delivered for service.

The magnitude of this accomplishment may be realized when it is compared with the development of automobile motors. Practically no automobile motor of any size or importance has ever been put into production and into service without at least one year being devoted to its design and development. This time was not required for the Liberty engine, because its original design required substantially no change and also because the best ability in the country was devoted without stint to its development and production.

During six months, from May 29 to November 29, 1918, the production of Liberty engines increased by leaps and bounds; during October, just preceding the armistice, 150 12-cylinder engines were being produced and delivered into service on each working day.

The record of monthly deliveries of these engines is as follows:

December, 1917	22
January, 1918	39
February	70
March	122
April	415
May	620
June	1,102
July	1,589
August	2,297
September	2,362
October	3,878
November	3,056
Total	15,572

These engines were distributed as follows:

American Navy	3,742
Plants manufacturing airplanes	5,233
Aviation fields for training purposes	907
American Expeditionary Forces in France in addition to those which went over installed in planes	4,511
Allies—England, France and Italy	1,089
Total	15,572

In January, 1918, three of these engines were shipped to the American Expeditionary Forces. In March, ten engines were shipped to the British, six to the French, and five to the Italians. By June 7 tests abroad had proceeded so far that the British Air Minister cabled to Lord Reading that the excellent results obtained from the Liberty engine had placed it in the first class of high-powered engines, and that they were convinced that it would be a most valuable contribution to the allied aviation program. On September 26, the British Air Ministry reported that the Liberty performed at least as well as the Rolls-Royce, in identical airplanes, and that their opinion of June was fully confirmed.

Birkight, the designer of the Hispano-Suiza engine in France, advised Count Poinatowski that the Liberty engine was superior to any high-powered engine then developed on the Continent.

The British placed an order for 1,000 Liberty 12-cylinder engines and subsequently stated their desire to increase this to 5,500, to be delivered by December 31, 1918. The French made inquiry as to the possibility of their securing 20 per cent of all of these engines produced. The Italians also indicated their desire to purchase a large number for immediate delivery.

The vision of Colonel Deeds and the decision to develop an American aviation engine has been fully and completely justified by the results obtained. The engine which approaches nearest to the Liberty in power and efficiency is the English Rolls-Royce. However, this

weighs approximately 100 pounds more and delivers approximately 100 horsepower less than the Liberty. The maximum production of the Rolls-Royce engine in England has never exceeded 70 per week; the average production has ranged from 40 to 45 per week.

There can be no doubt that, had the war continued, the Liberty engine in planes piloted by American, British and French aviators would soon have dominated the air on every front. America, and America alone, had the facilities and the vision to produce airplane engines with the necessary power and in the necessary quantities to carry the war in the air into Germany's own territory.

The Liberty engine was a development made necessary by war, but it has already proved that it will show its value in time of peace. This past May four Liberty's successfully drove the NC-4 from America to Europe on the first trans-Atlantic flight.

"Uh, uh! Not Me!

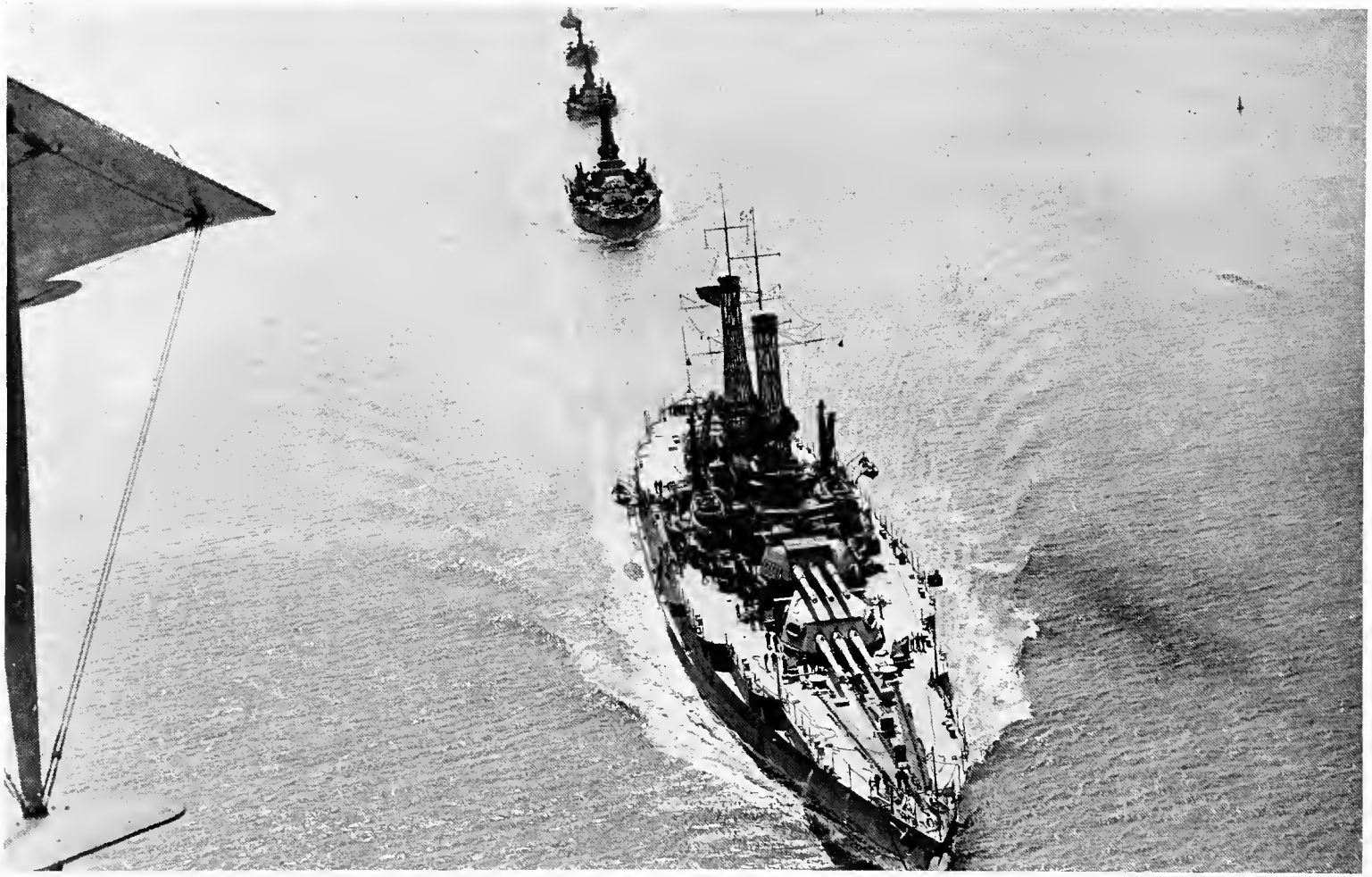
Co'se Ah ain't saying Ah won't do
Jes whut ma country want me to,
But dey's one job Ah fo'see
Ain't gwine to teach itself to me—
Uh, uh! Not me!

Dat's dis heah ailrplane stuff—No, Boss,
Ah'll bah some othah kind ob cross
Lak drive a mule, er tote a gun,
But Ah ain't flirtin wif de sun—
Uh, uh! Not me!

If ah mus' do a loop-de-loop
Let mine be 'round some chicken coop;
It ain't gwine be up whah de crows,
Kin say Ah's trompin on deer toes—
Uh, uh! Not me!

It sho' look sweet, Ah don't deny,
To be a-oozin' 'round de sky,
But dat's fo' folks dat's in de mood,
Not fo' me tho' cose Ah's shrewd—
Uh, uh! Not me!

Down heah Ah firs' saw light ob day
Down heah ain whah Ah's gwine to stay;
Folks, Ah don't keer to hab ma feet
Git too blamed proud to walk de street—
Uh, uh! Not me!



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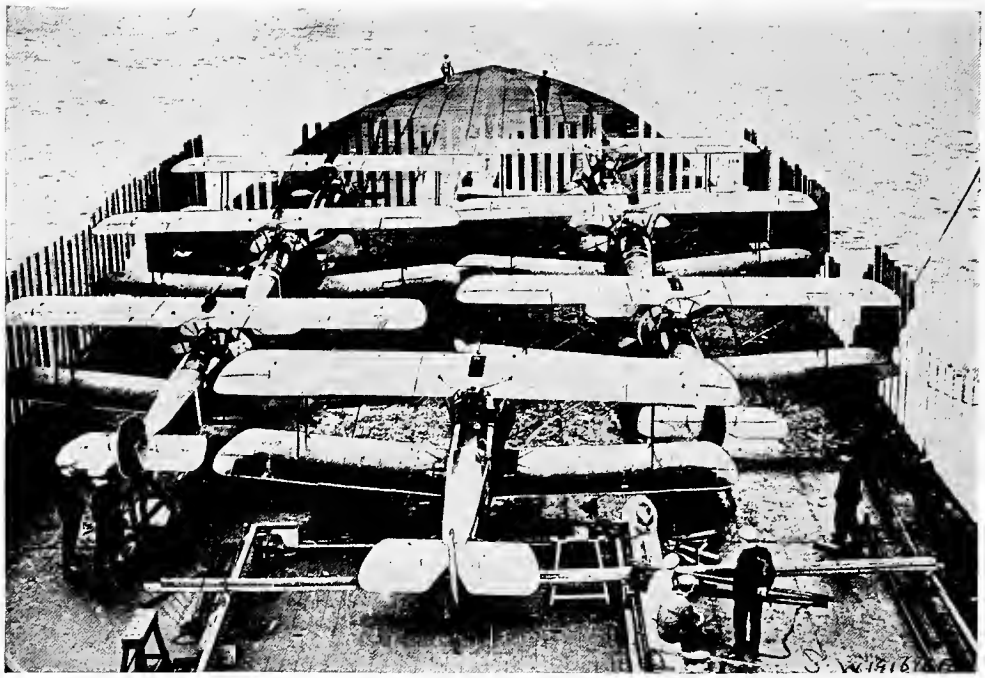
Operations with the Fleet

AVIATION played a part in the long vigil kept by the Grand Fleet. In this respect the British Navy had made great advances, by the development of the seaplane carriers, a vessel with a flush deck from stem to stern, enabling the returning planes to land on board without difficulty. Nothing appears above the deck of these vessels, except a small deck house, which disappears when the planes are about to return. The British had some four or five of these carriers, strange looking craft, with their stacks protruding from the sides. Of our own battleship force, the *Texas* alone was equipped with airplanes, and that only a short time before the armistice.

It was not until the winter months following the armistice that the American Navy utilized effectively the planes for control of great gun fire. Lieut. Commander E. O. McDonnell, who made a brilliant record on both the western and the Italian fronts, particularly in bombing and night raiding, conducted experiments in fire control at Guantanamo, Cuba, which demonstrated the great value of aircraft in battle practice. Here also the *Texas* was used in making the experiments. She was equipped with a small two-seater and two single-seaters, and a false deck was constructed on the turret, with removable planking over the guns themselves, which was taken away when the large guns were fired. The single seater was intended for short range scouting and fighting, the two-seaters being used for reconnaisance, fire control and spotting. While the fleet was at Guantanamo, the *Mississippi* was

Scout Plane on U. S. S. Texas.



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A Floating Aerodrome.
H. M. S. "Furious" on a Zeppelin strafing expedition.

similarly equipped, and flights were made from both of these dreadnaughts. Land planes, however, were used during the tests of fire control of the *Texas*, when ten 14-inch guns fired salvos on a range of 20,000 yards, the maximum elevation of the guns. Lieutenant Commander McDonnell controlled the fire by means of both radio telephone and telegraph, using the telephone first, immediately followed by the telegraph signals. Every spot received from the ship was immediately acknowledged from the plane. The firing was done in the open sea under weather conditions that were favorable, but with a great deal of interference from smoke from the stacks of the ship, which at one time was so bad that the targets were lost to view from the tops. Indeed, after the third salvo the targets were totally obscured, and reliance was made entirely upon the control from the planes. The average time for the transmission of the message was five seconds from the seaplane to the plotting officer, which period could with practice, have been reduced it was believed, to two seconds. As this was the first occasion when any naval vessel had depended entirely upon telephone communication from a seaplane or airplane for target-practice spotting, the results were most gratifying to the gunnery officers who watched the tests with the keenest interest. Of special importance was the fact that communications were accurate both ways, in both receiving and sending. The flight was not made from off the *Texas* because of the uncertainty as to the required amount of wind, and the low-powered airplane used, although it later developed that there was sufficient wind to have made the flight from the turret with safety, and without delaying the target practice.

Return landings were made on the beach during these tests. Three methods of return were possible; to the beach, on the water near the ship, or on board the ship. When landings were made on the surface of the water, the

wheels were released by the tripping gear of the planes, the air bags were immediately filled, and the craft would float safely for twelve hours if necessary.

Both types of machines were equipped with radio sets, but only the two-seater had the apparatus necessary for both sending and receiving. The single-seater could send but could not receive.

KITE BALLOONS

During the operations of the battleship force in the North Sea, one vessel in each division of the U. S. battle squadron was equipped with kite balloons. They were used to some extent for fire control, but their principal duty was to look for submarines, torpedoes and mines. They were also used by the ships of the convoys while traversing the submarine zone, and to some extent by our destroyers. Trawlers operating in the submarine zone were also supplied with kite balloons. It is planned to equip at least one ship in every four of the battle fleet with them.

THE FLEET AIR DETACHMENT

Another development which has come since the war ended is the organization of a fleet air detachment, with the U. S. S. *Shawmut* as parent ship and carrier. This vessel rendered valuable service during the war as a mine-layer, being part of the force operating in the North Sea in laying the celebrated mine barrage which did so much to break the submarine menace, and destroy the morale of the Hun undersea pirates. After her return from this duty, she was equipped as the mother-ship of the fleet air detachment, consisting of a squadron of large seaplanes, which may be used for reconnoisance, for scouting, for bombing submarines and mines, and for attack by bombing on any enemy position where anti-aircraft guns are not used. Their principal duty, however, is scouting and spotting. The squadron consists of five of these seaplanes. The *Shawmut* carries gasoline and spare parts, and acts as a tender to the air squadron. She will operate with the fleet in the battle manoeuvers, in which the air detachment will doubtless, in the future, play an important part.

During the cruise to the West Indies the *Shawmut* and the fleet air detachment accompanied the fleet, making many flights en route.

Bomb Explosion Photographed from Seaplane.

E-1

"Lighter-Than-Air"

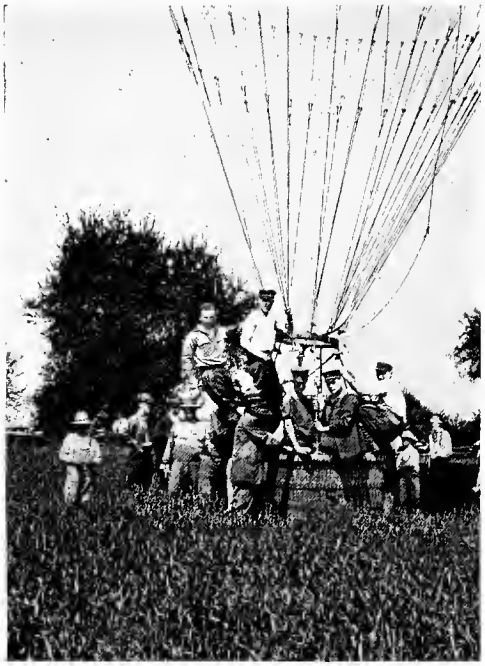
By Commander L. H. Maxfield, U. S. N.

LIGHTER-THAN-AIR, while being the youngest branch of the Naval profession, has had the greatest rate of progress. Two years ago we had practically nothing; now we have some of the best non-rigids in existence, and our pilots, though far from numerous, are equal to any in the world. While it is, of course, a fact that war has been the great incentive, we may still hope to keep up a good rate of progress, and in time equal, in quality at least, the lighter-than-air craft of Germany and England.

What has been done by the Navy in the past two years may be summarized in a few brief paragraphs. The ship built by the Connecticut Aircraft Company made but a few short flights, then went out of commission forever, so had very little good effect upon personnel or material. The kite balloons tested out on the U. S. S. *Oklahoma* and *Nevada* in the fall and winter of 1916-1917, proved that good spotting could be done from this type of aircraft, but little interest, unfortunately, was aroused in the department, so that they were soon ordered off the ships. Next, in the spring of 1917 came the orders for the first small blimps, modeled after the lines of the British. The Goodyear Tire and Rubber Company built the first envelopes, and Curtiss the Nacelles. About the time the first ship was to be delivered, a class of students was started in Akron. This was in June, 1917, and during that summer the students took their free balloon course, their aerostatics, their meteorology, as well as their regular naval studies. The dirigibles were flown, but the envelopes were constructed of such poor material that they could not be kept inflated more than a week. Hence to get the maximum benefit out of the ships during their short lives, they were used twenty-four hours a day.

In the early fall of 1917, the first contingent of naval lighter-than-air officers and men was sent to France, and in November and December regular war patrolling was done in the French ships at Rochefort and Paimboeuf. In January, 1918, all hands were assembled at Paimboeuf and a start was made in cleaning, rebuilding and enlarging that station, which was later completely taken over by us and operated under our flag.

R-34, the First Lighter-than-Air Craft to Cross the Atlantic.



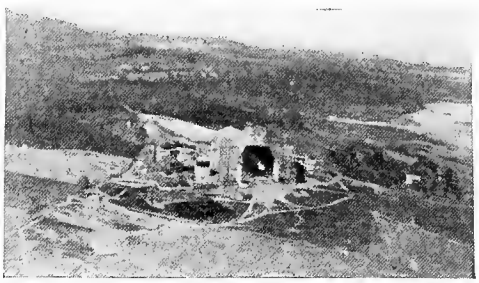
Students in Training at Akron.

Meanwhile, students were sent from the United States to England for training, and some of these were later given important billets under the British and performed valuable and efficient war service. Paimboeuf continued to grow and improve until the signing of the armistice. Active patrols were carried out and engagements with enemy submarines were reported.

Guipavas, the American dirigible station near Brest, was practically completed when the armistice was signed. This station did, however, do active flying and, at the time of the President's first arrival at Brest, the station sent out two ships to escort the *George Washington* into port. Kite balloon stations had been established all along the coast of France, and good work was being done by the pilots.

In the United States active work had been carried on at Chatham, Montauk, Rockaway, Cape May, Hampton Roads, Key West, Pensacola and Akron. Officers had been given Ground School training at Tech, and flying training at Akron and Pensacola. Important patrols and experimental flights were made both by kite balloons and dirigibles. The Technical Bureaus of the Navy Department had pushed rapidly ahead, had conducted valuable research work and had turned out the "C"-type ship; so it can be seen that abroad and at home interest was growing in lighter-than-air craft, and much good work was done.

The necessity for lighter-than-aircraft for the Navy is now fully realized by strategists, and work to provide our Navy with lighter-than-air craft is being pushed by those in authority. The General Board has for many years realized the importance of this sort of craft, and has recommended their construction time and again. The work done by the German Zeppelins in patroling and scouting over the North Sea, and the effect of the British lack of rigids, has brought this necessity home. To the popular mind the Zeppelin did not make good in the war. This opinion is based wholly upon the results of the raids over England, in which many ships were lost. Admitting that these raids were on the whole unsuccessful, although they most certainly did keep a great number of British heavier-than-air craft in England that were sorely needed at the front, and most certainly did at one period keep the people of London, to say the least, under a nervous strain, we do know that a constant and efficient patrol was kept over the North Sea which could not have been kept by any other type of water or air craft.



Hangars at Akron

It is proposed from now on to have the following types of lighter-than-air craft. These may never be placed in quantity production, but certainly will be used and experimented with:

Free Balloon.—There is nothing new about this. It has been used since 1783, and its use will be continued. There is nothing better in which to train kite or dirigible students, and, by some, free ballooning is looked upon as the greatest sport in the world.

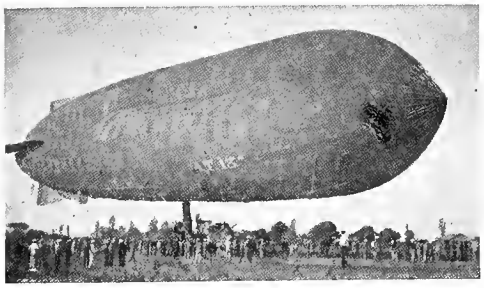
Kite Balloon.—This will be used by the Navy for search, and possibly for spotting. The Army will certainly continue to use it for the control of fire, and other uses will most surely be forthcoming. Two distinct types are now recognized—the French Cacquot and the Italian Avorio-Prassone.

Non-Rigid.—This type, in various sizes, will always have its use in the Navy for patrols, search, and convoy duty, and will continue to prove a most useful unit of the Naval forces. It is doubtful whether land forces will be able to derive much benefit from it. However, that remains to be seen.

Rigid.—This will be the greatest of all aircraft, and will revolutionize all naval strategy and tactics.

No one realizes the limitations of lighter-than-air craft better than those who work constantly with them. They are not the ones who see small rigids taking the place of yachts, nor do they see daily scheduled trips for passenger and freight being carried out this year. They leave that sort of propaganda to the stock sellers and to the editors of popular aviation magazines. What they do see, however, as the scout of the future, is a rigid of somewhere between five and ten million cubic feet capacity, filled with some inert gas, driven by reliable gasoline, steam, or electric motors, capable of staying out two or three weeks, with guns sufficient to fight off any fighting plane, and bombs sufficient to wreck a battleship. It is quite useless to attempt to make the real surface craft man believe that some day the slow moving battleships and cruisers will be of little use, but most certainly the day is fast approaching when such will be the case.

Rescue at Sea.



AT-13 at Paimboeuf.

Production of Spruce for the Navy

By F. M. SMITH, Lieutenant, U. S. N.
(In Charge of Spruce Production for the Navy)

Few of us have given more than a passing thought to the many problems of forced production which had to be successfully met before any aggressive aviation policy could be even seriously considered. But for the initiative and ability of the men who silently shouldered these responsibilities in the background of the war, American aviation could not have been the potent factor for victory which it proved to be.

The story of the production of spruce lumber for the construction of the Navy's aircraft tells of a difficult task undertaken in the face of many discouraging obstacles and of hard work carried on throughout a season of severe New England weather. Experience had shown that spruce of a very high grade was the only material perfectly suited to the manufacture of many airplane parts. Substitution of other woods in the place of spruce had never been successfully accomplished, and when tried was usually accompanied by failure of the plane in action. The pre-war construction of aircraft had been very small and spruce of sufficient quality and quantity had been easily obtained. This normal supply, however, was totally inadequate to meet the demands of war-time construction and for many months constantly jeopardized our entire aviation program.—Editor.

. . . . . .

IN DECEMBER, 1917, it was apparent that on account of the enormous demands for airplanes both at home and abroad the Spruce Production Section of the Army, which had absolute control of spruce production in the west and south would be unable to produce sufficient material to meet the demands. It was, therefore, considered extremely doubtful if the Navy, which was forced to purchase airplane spruce through the Army, could obtain the requisite material for the proper maintenance of its building program. As an insurance against the non-receipt of sufficient airplane stock from the Army to carry out the building program, steps were immediately taken to develop the as yet unexploited resources of New England and New York State for production of white spruce.

While it was recognized that material of the size of that obtained in the west could not be secured from New England, very good quality material of small size could be manufactured and the material was considered at least the equal in both size and quality of that obtained in the south by the Army and by the British Government.

A representative of the Bureau of Construction and Repair who had formerly been on duty in New England as Timber Inspector and who was thoroughly familiar with lumber conditions in that district, was sent to New England on December 20, 1917, to investigate the situation, ascertain the possibilities of the district as a source of supply, and make arrangements for issue of contracts, preparation of specifications and methods of inspection and shipment.

Lumbering conditions in New England differ radically from those in other sections of the country as there are no lumber associations and no standard grading rules, and it was therefore necessary to interview all the different operators and arrange for individual contracts.

The highest grade of lumber produced in New England for commercial purposes was a grade called "Clear and No. 1," and only 20 per cent of this top grade was found suitable for aircraft construction purposes.

A great deal of patriotic enthusiasm was aroused among the New England operators. In spite of the immense distances to be traveled to interview the different manufacturers, and the difficulty of traveling in New England during the winter months in order to visit the different mills, practically every large operator was personally interviewed and satisfactory agreements as to specifications and contracts drawn up, such contracts issued by the Bureau of Supplies and Accounts to cover 100 concerns. Inspection and shipment of material commenced by January 19, 1918. Contracts were made to allow for the purchase of all the material which could be produced in accordance with the specifications for a period of six months, inspection to be made at the mill by a representative of the Navy Department as the material left the saw.

The Office of Spruce Production for the Navy was established with headquarters at Boston to handle all matters connected with the production and shipment of spruce, and at the time of the signing of the armistice 121 contracts were in force covering operations at 375 mills. Contracts were so drawn that cancellation was effected immediately upon the signing of the armistice without the necessity of reimbursement for cancellation in advance of completion. The amicable cancellation of contracts on November 11, 1918, was estimated to have saved the Government $473,628.03, the value of 4,572,845 feet of lumber which would have been produced had the contracts been allowed to run to expiration.

The obtaining of sufficient competent inspectors was a difficult job, as the mills operate ten hours per day necessitating working by artificial light for four hours per day on an open platform with the temperature often 40° below zero, and the material often covered with snow and ice. No ordinary inspector from an aircraft factory could or would perform such duty, and inspectors had to be recruited from the mills. This necessitated detailed instruction regarding quality of material desired and in the finer points of wood inspection.

The entire territory, including Maine, New Hampshire, Vermont, New York and the Canadian Provinces of Ottawa, Ontario, New Brunswick, Quebec and Nova Scotia, were divided into districts, each district being numbered and embracing several mills, between which facilities for travel were fairly well established. An inspector was detailed to each district with an official stamp bearing the district number. In this way objectionable shipments could be easily traced.

The first shipments were naturally not up to standard, but inspection rapidly improved until during the latter part of 1918 better material was being produced than was being received from the west. Out of the entire British order of over 3,000,000 feet, unfavorable report was made on only nine cars after its receipt in England, and only 5 per cent of the contents of the nine cars was rejected. All nine car-

loads were traced to an inspector who had been released for incompetency.

Special operations were undertaken during 1918 for production of airplane stock from especially fine stands of spruce by culling all the choice logs from the river drives of the big pulp and paper companies and having them specially sawn.

Early in the spring of 1918 the British War Mission sent a representative to New England to determine if the quality of spruce being produced was suitable for their purposes, and as a result of a favorable report, contract was entered into for shipment of 1,000,000 feet. The quality of the stock was found so satisfactory that an additional contract was entered into for 3,000,000 feet of the same material. The Imperial Munition Board immediately attempted to develop the Canadian Provinces along the lines adopted by the Navy in New England, but without success.

A representative of the British War Mission and a representative of the Imperial Munition Board then thoroughly investigated the activities of the Navy in New England and reported to the Imperial Board that it would be an extremely difficult, if not impossible matter, to establish an organization of the efficiency of that of the Navy in New England. Consequently they decided to turn over to the United States Navy the development of the Canadian Provinces with the understanding that a fair percentage of the material would be supplied the British Government at cost price.

In addition to the development in New England for the production of spruce, the Office of Spruce Production for the Navy located and developed sources of supply of tough northern-grown bending ash, which was found absolutely necessary for airplane construction. Over 560,000 feet of this material were inspected and shipped to various naval establishments during the fall of 1918.

In September, 1918, the labor situation as regards lumber operations was very acute in New England, and it was apparent that unless relief was obtained, lumber operations would practically cease. New England operators failing to obtain assistance from the Labor Board, requested help from the Office of Spruce Production. Special employment agencies were established and operated under their supervision for the proper allocation of the men, and as this source of supply was not found sufficient, negotiations were opened with the Army for the assignment of limited service men for this duty. Arrangements were finally made for the allocation of 2,000 men from camps in the middle west to the New England mills. The entire transaction of obtaining these men and transporting them from camp to the mills and their return to camp upon the signing of the armistice, was handled by the Office of Spruce Production for the Navy. Every man so allocated was returned to camp or satisfactorily accounted for.

The economy effected by this work was considerable; grade "A" spruce, for example, costing the Navy $125 per 1,000 feet to produce, while the same grade previously purchased from the Army cost $667 per 1,000 feet. The magnitude of production reached may be seen from the following summary of shipments from January to November, 1918:

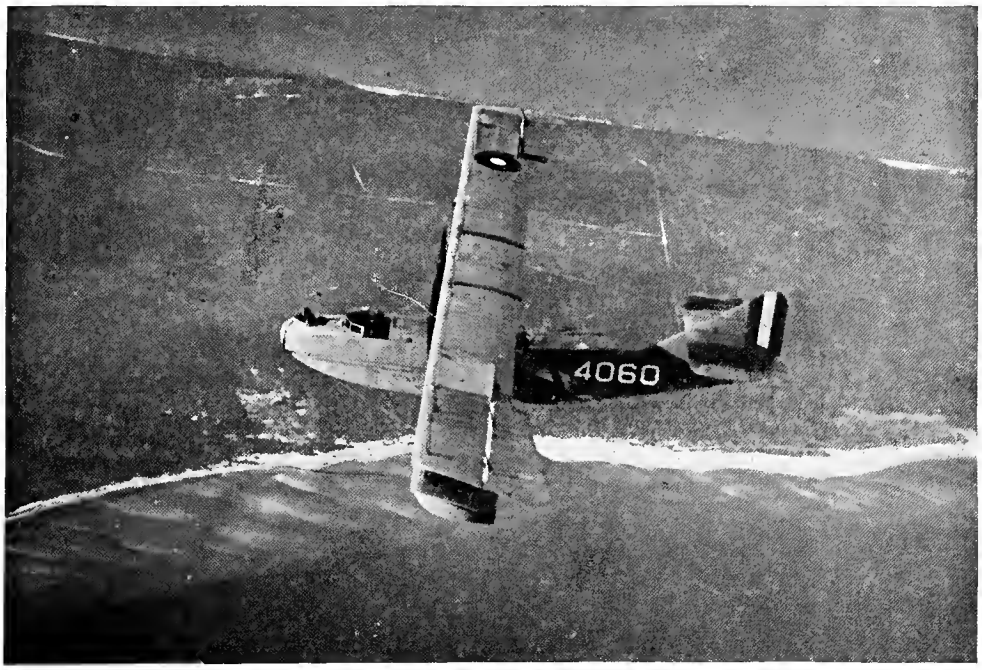
To the British	3,807,000
Overseas for Caproni Machines	230,000
To the French	200,000
Army	708,382
Navy	2,265,120

Developments of Aerial Photography

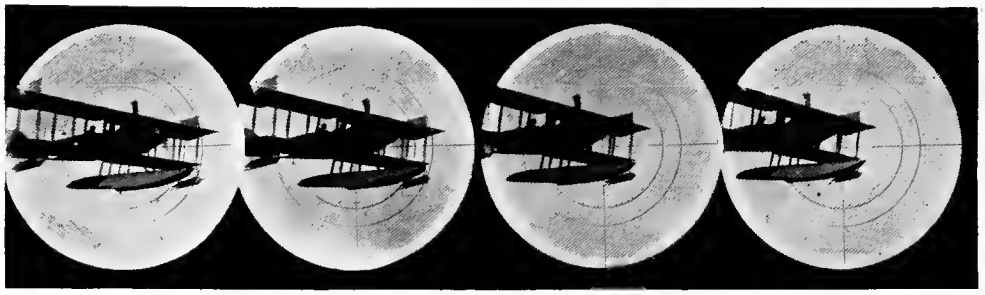
As a result of experiments extending over a period of several years, the United States naval air service developed what is believed to be the best aerial hand-held camera constructed in America or by the Allies during the war; a camera which embodies all the good qualities of several other designs which were manufactured here and abroad to meet the requirements of the aerial photographers of all allied countries.

Aerial photography in the U. S. Navy dates from June, 1915, when a second class machinist's mate was detailed for photographic duty at the naval air station, Pensacola, for the purpose of obtaining record photographs of yard, construction, aircraft experimental work, etc. In the following March, aerial photographs taken of a dummy fort at Fort Morgan were used in connection with the long range firing by the U. S. S. *New York* and the U. S. S. *Arkansas*. Upon his return from this detail, the photographer recommended to Capt. Mark L. Bristol, USN, then director of aviation, that a long-range aerial camera be developed for use in great gun target practice, in order that more detail might be secured in photographs taken from high altitudes than was possible with the cameras they had at that time.

Accordingly several camera manufacturers were interested in the project, and by the following December a camera had been constructed for the Navy, which



H-16 at 6,000 Feet.



Shot with a Camera Gun, Low.

stood a satisfactory test at an altitude of 6,100 feet over Pensacola, although the lenses were not all that was desired. Tests of aerial cameras of several types were continued during the ensuing months, with varying results, until the development of the naval camera, which is recognized to be the most complete among all the machines that were used by the allied air services. At the time of the armistice, the naval air service had about perfected plans whereby photographic negatives made of the enemy's battle craft, harbors and fortifications could be developed by the naval photographer in the seaplane while in flight en route from the scene, and a print dispatched by a pigeon within ten minutes after the photograph was taken! A great deal more in the nature of advanced photographic experimental work was in contemplation for the furtherance of naval aerial warfare, but which cannot be disclosed now.

Training of aerial photographers began with the detail of a naval photographer to the army school of aerial photography at Langley Field, Hampton, Va., in November, 1917, for a course of instruction. Upon graduation he passed an examination for commission and was appointed ensign in the reserve force, whereupon he was sent to Miami, Florida, for the purpose of establishing a similar school for naval photographers. This school was put in commission in April, 1918, and in June the first group of naval photographers, consisting of nine trained men, went abroad for duty at the various United States naval air stations. At the same time several trained photographers were sent from the school to stations in this country.

The course at the school of aerial photography covered a larger field than that of the army school; instead of confining the instruction to aerial photography alone, several phases of the profession were taught, and upon completing the course, the graduates were competent to perform whatever record photographic work might be required at a Naval air station, or on board a warship carrying aircraft, in addition to aerial photographic map-making.

By the time hostilities ceased, the trained personnel of aerial photography in the naval service comprised nine photographic officers (all ensigns, Naval Reserve Force), seventy-seven printers and ten machinist's mates, the latter being camera repair men; of this force, forty-two were abroad, or were en route to France. The first class of twenty photographers was formed from among candidates who had passed a competitive examination among reservists at New York. The second class came from Great Lakes training station, and the remainder were recruited from civil life or through individual examinations at the various stations. The instruction of camera repair men was conducted at the factory in Rochester, where the machinists were taught the construction of cameras, their repairs and general mechanism.

Parachutes

By Lieut. R. Emerson, U. S. N. R. F.

HOW CAN the many dangers encountered by aviators be minimized to the greatest degree of safety?

Upon this problem has been centered the inventive genius and talent of many intrepid pioneers of aerial navigation not only in the United States but in every country in which the development of aeronautics has made any appreciable progress. After the war cloud had descended upon the earth and aerial warfare became a reality instead of a thrilling chapter by Jules Verne, the problem of lessening the dangers of aerial combat became acute, resulting in a coordination of effort which advanced safety devices and appliances for aircraft to a degree that leaves one speechless with wonder and admiration at the patience, scientific skill and acumen of those responsible for making the lanes of the air almost as safe as the macadamized road for the automobile.

Returning to earth without mishap is contingent upon the aviator's skill as a pilot, upon the proper functioning of engine and the correct operation of the component parts of the craft. Every stage in the manufacture of an airplane is the equivalent stage of making the plane safe for flight. Safety is the primary consideration; but when the throb of the motor is silenced by a bullet from an enemy machine gun, or likewise if the gas bag of a dirigible is badly torn, the navigator of the air is compelled, as Julius Caesar says in his commentary, "to seek safety in flight." It is then that the parachute comes into its own.

The operation of the parachute is familiar to almost everyone. Ask a child to describe a parachute and he will mentally picture a pygmy-like figure high in the clouds clinging to a slowly descending opened umbrella. Devotees of county fairs have long been familiar with the parachute descent from the old fire-balloon as the thrilling and breath-taking event of the day.

A Perfect Descent.

The parachute is really the only practical aerial life-saver. It appeared a century ago coincidentally with the appearance of the first successful fire-balloon. The evolution of the parachute has been a series of im-

provements upon the basic ideas conceived at that time. Descents by parachute in the earlier days of its development were resorted to only in cases of the greatest emergency, for so uncertain was the possibility of making a safe landing that it was deemed almost as safe to take one's chances with the burning balloon. As a consequence no appreciable progress in the development of the parachute as a practical aerial life-saving device was made until a generation or so ago.

It may be said without fear of contradiction that to America is due the credit for developing parachuting to the point where it is now a science and indeed a practical life-saving device for the pilot of lighter-than-air craft. Since the war, experiments by both the Navy and the Army have indicated that the time is not far distant when the utility of the parachute for heavier than air machines will be manifest.

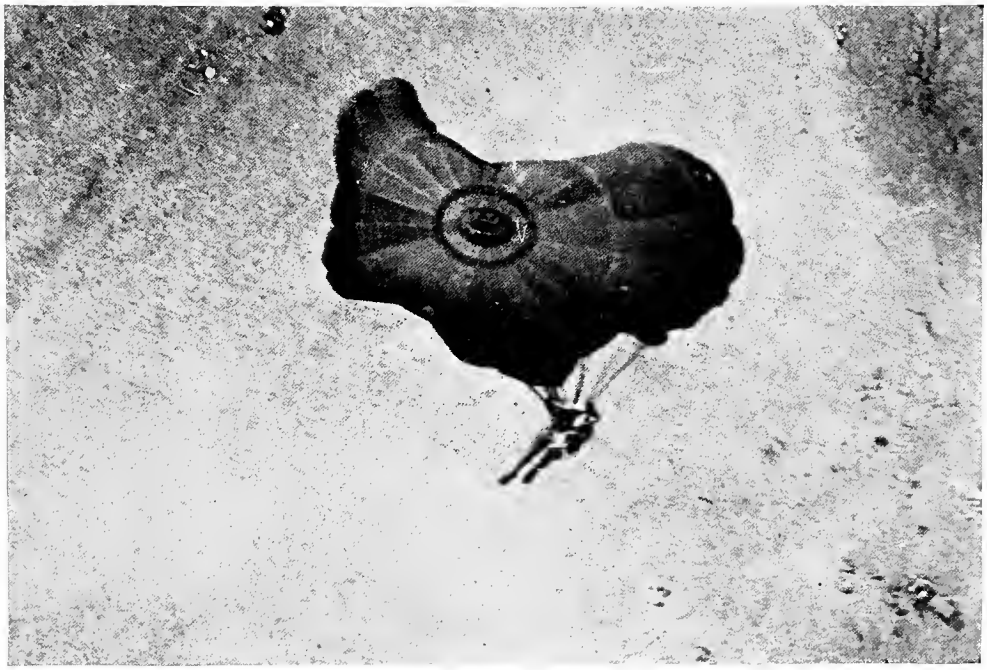
In the days when parachuting was regarded as a particularly hazardous stunt, that intrepid pioneer, Maj. Thomas S. Baldwin, popularly known as Tom Baldwin, set out to develop a safe parachute. For many years he gave demonstrations throughout the United States and Europe, demonstrating the practicability of the parachute. Major Baldwin's efforts did much toward arousing a popular interest in free ballooning and parachuting.

Then as suddenly as a bolt of thunder from a clear sky the great war came upon a surprised world, and it was very soon realized that aircraft of all kinds would play an all-important rôle in the great conflict. It was many months, however, before any of the belligerents equipped their aircraft with parachutes, while in the meantime hundreds of men in the air service were lost as their machines and balloons fell in flames or were shot down. Allied and enemy war lords then fully realized that the mastery of the air would achieve the ultimate victory. How could this great advantage be gained if there was no insurance against the loss of the only men skilled and equipped to carry on this work after months of arduous training? A parachute must be developed which will cut down the heavy casualties of the air, was the decision of those in charge of the aerial program. We can better afford to lose planes and balloons than we can to sacrifice the lives of the men whose skill alone gives the command of the air its potential value.

With these outstanding facts forming the basis for concerted action no time was lost in devising and manufacturing in large quantities a type of parachute at once efficient and safe. A degree of development in parachuting was attained in time to bear an important influence on the value of aircraft in the war.

The type of parachute developed for war purposes was an improvement on the older one-man type, used to permit men in the basket to descend in case the

A Drop from a Blimp.



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PLUCKY 19-YEAR-OLD ENGLISH GIRL STARTING 2,000-FOOT DROP.

balloon caught fire, in that the balloonists were enabled to remain in the basket, which, cut away from the burning balloon, descended safely to earth bearing its load of human freight. This is known as the basket parachute, and made possible the saving of maps, records and instruments of great value and of potential danger should the basket fall into the hands of the enemy. The basket parachute is considerably larger in diameter than the one-man or individual type, and those who have made descents by means of both declare that the only sensation caused by the basket drop is merely the pleasurable thrill of slow and gradual descent, very similar to an elevator ride, while with the individual type one must jump out of the basket and undergo the hair-raising sensation of a suspense of from three to six seconds, which seems like an eternity, the period elapsing from the moment the pilot jumps over the edge of the basket until the parachute, umbrella-like, opens up.

It is a remarkable fact, which in itself is significant, that during the entire time in which American forces operated on European soil during the recent war, only one death resulted as the direct result of a parachute drop. In that particular instance the burning balloon fell directly upon the opening parachute, setting it on fire and causing the observer to fall to earth. That the parachute proved its value in lessening the number of air fatalities is demonstrated by the fact that one observer jumped to safety four times in one day, while another made three safe descents in four hours. During the historic Argonne drive thirty parachute jumps were made by allied aviators. Without these safety devices, not only would the lives of many brave and valuable airmen have been lost, but valuable data, maps, records, etc., would have fallen into the enemy's possession, making it necessary for allied leaders to reshape long thought out plans.

Naturally more than one type of parachute resulted from the concentration of effort upon this important problem,

which caused still another problem, choice of the most desirable type. There were the Baldwin, the Stevens and a few other American types; at least a half-dozen French makes; the Spencer and "Guardian Angel," both of British make. The United States Navy has experimented with all these and a number of others.

To Lieut. J. Keily, USN, is due the credit of making the first parachute jump in the American navy. This test was made in England, in October, 1917. Later jumps were made in the United States from balloons, dirigibles and planes. During the period of war naval experimental pilots also worked with the Army in the effort to develop a parachute which would be as nearly perfect as scientific and inventive genius could devise.

On March 30, 1918, the basket parachute was tested in the Navy for the first time. An observer descended from a balloon in the basket, together with maps, instruments, etc. The very next day the French army, hundreds of miles away, made its first successful experiment with the same type parachute. The American parachute was designed by Bankston, who made the first test, while J. R. Gammeter, of the B. F. Goodrich Company, designed the release mechanism, which was a lever by means of which the basket with all its contents could be released from the burning balloon.

Among the many foreign models purchased by the American Navy and experimented with in this country while army and navy experts were actively studying the parachute question in Europe are the Usuelli and mobile Italian types. In Italy an American naval aviator jumped from a huge Italian dirigible, using an Usuelli parachute, into the Mediterranean Sea 1,400 feet below, carrying with him a small pneumatic life-boat (designed by Major Leone) which he successfully used upon landing in the water.

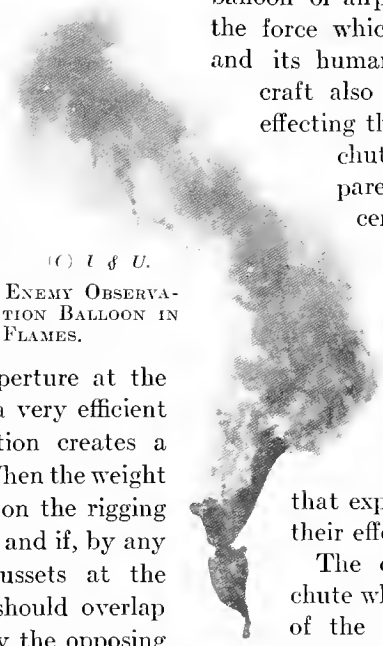
In June, 1918, the navy began experimental work with parachutes as applied to seaplanes. On August 4, 1918, Maj. T. Orde Lees, AFC, RAF, successfully demonstrated the popular British parachute, "The Guardian Angel," by droping from a swiftly moving HS-2 flying boat, piloted by Lieutenant Barron. Almost a year before this the Germans had made successful tests of the parachute as a life-saving device for airplanes. This spurred the British to greater effort.

The war not only served as a medium for advancing the development of all types of aircraft to a degree which in pre-war days could not have been foreseen by even the most hopeful air enthusiasts, but at the same time carried forward with an equal rapidity of advancement the development of the parachute as a life saving device for airplanes as well as balloons.

The Navy Department is now experimenting with a type of parachute designed by Airplane Inspector Coughlin, of the Bureau of Construction and Repair, which is said by experts to hold great promise as a still further degree of parachute development. The Coughlin parachute is designed for use on balloons and dirigibles. The most efficient parachute for heavier-than-air craft, according to expert opinion based upon more than 200 successful tests, is the British "Guardian Angel." Experimental work on all types is being pushed rapidly, and important improvements in design and application are now in process of development.

Among the new phases contemplated is a reduction in size of parachutes used over water because of the need of one that is small, light and more easily stowed on heavier-than-air craft. This is declared to be practicable, as a plunge can safely be made into water with far greater velocity than a drop to land. Still another contemplated improvement is a parachute which is independent of any connection with the aircraft to facilitate its opening. Test after test has proven

that most of the accidents occurring result from failure of the parachute to open in sufficient time to check the fall of the flier before he hits the earth. There are two main causes which, in the case of the ordinary parachute, account for a delay or an entire failure to open.



O. I. & U.

Enemy Observation Balloon in Flames.

The first is that the aperture at the apex of the body acts as a very efficient air ejector, and the suction creates a partial vacuum within. When the weight of the airman first comes on the rigging it pulls the cords together, and if, by any fatal chance, the silk gussets at the mouth of the parachute should overlap and be pressed together by the opposing current of air, the vacuum extends to the mouth, sucks the silk gussets together and seals up all entrance of the external air. A parachute in such cases never opens, and the aviator falls to certain death.

The second main cause accounting for the failure of the parachute to open is entanglement of the rigging, which is composed of fine coiled cordage. A large number of coiled cords are in contact and they have a strong tendency to become entangled. When the weight of the descending aviator makes a snatch at this cordage, all bunched together, the least air current will whip these cords round each other, with the imminent risk of their loops taking a grip and binding themselves in knots. A partial entanglement of rigging means a lopsided parachute body, and a dangerous increase in the speed of descent. A badly knotted entanglement means constriction of the mouth of the parachute, and a high speed fatal fall.

In the past a type of parachute was used which was connected with the balloon or airplane in such a way that the force which breaks the parachute and its human load away from the craft also serves the purpose of effecting the opening of the parachute. It soon became apparent, however, that under certain conditions, particularly in modern warfare, it would be preferable to have a type entirely independent of any such connection between aircraft and parachute. It is upon such types among others that experts are now centering their efforts.

The development of a parachute which reduces the hazards of the air to an absolute minimum is now being sought. In Great Britain the Air Ministry has created a special Parachute Committee. The important work done by the United States Air Service at the experimental field, Choisy Le-Roi, in cooperation with the French Section Technique at St. Cyr, Chalais-Meudon and Villacoublay, will be carried on in the United States. The navy, which has made many successful tests, is preparing to carry on the good work along definitely laid-out and well-conceived plans. The present policy of the navy in regard to parachutes can be summarized thus.

One parachute for each member of the crew of dirigibles because of fire danger; for observation balloons, in case of enemy attack; for heavier-than-air planes when subject to attack, or when special circumstances warrant.

That the work done by the pioneers in this dangerous and thrilling field formed one of the most exciting chapters in the war and constitutes one of the most important phases in the development of aeronautics is conceded by all who have a first-hand knowledge of the many elements of personal danger involved.

Official, Naval Air Service.

NC-4 At Ponta Delgada.

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NC-4 and NC-1 at Rockaway, (May 8.)

The First Trans-Atlantic Flight

By Lieut. Commander A. C. Read, U.S.N.

THE expedition which resulted in the NC-4 crossing the Atlantic was planned and engineered by the Navy Department; all of the personnel were acting under orders. There was doubtless hardly a single naval aviator that would not have given most anything he possessed for the privilege of going. The eligibles, however, were not as numerous as is generally thought, for the flyers for this trip were selected from those unfortunate ones who had seen no overseas duty during the war.

The original plan was to send all four NC's over, but when NC-1 was partially wrecked by dragging her moorings in a gale, and going ashore, it was at once seen that all four could not be prepared at the time scheduled for the start. The hull of Number 1 was then assembled with the upper works of Number 2 and the combination designated NC-1.

The ships detailed to assist the flight were of three classes: "base ships," five in number, carrying supplies and aviation personnel, sent to the ports where stops were scheduled; "Meteorological ships," five battleships, stationed at points about 400 miles off the courses, to obtain meteorological data; and "Patrol" or "Station ships" consisting of sixty-eight destroyers placed at 50 mile intervals wherever the line of flight led over the open sea. Later five other destroyers were placed by the Commander Destroyer Force on a line tween Lisbon and Cape Finisterre, so that the total number was seventy-three. Besides these there were several other

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SHOWING SHATTERED WING OF NC-3.

ships necessary to fuel the destroyers. In short, the Trans-Atlantic Flight was distinctly an "All Navy" project.

All three planes started together from Rockaway on May 8th. NC-4 was forced down 80 miles off Cape Cod by motor trouble, while en route to Halifax, and finally taxied into the Naval Air Station, Chatham, the following morning, NC-3 and NC-1 meanwhile reaching Halifax and later going on to Trepassey Bay, Newfoundland. NC-4, after making repairs at Chatham, was held up six days by a "northeaster," but finally the weather moderated in time to fly to Halifax and then to Trepassey before the others started.

The day following her arrival the three planes started together in the late afternoon for the Azores. At dark, finding that it was impossible to maintain formation, they separated, each making the best of its way along the course.

The next morning when still about 250 miles from the Azores, a dense fog was encountered which nearly proved the undoing of all three planes. Both NC-3 and NC-1 eventually landed, hoping to locate themselves. They found the sea so rough that all hope of getting up again was abandoned; in fact, the crews had considerable difficulty in staying afloat. The crew of NC-1 was picked up by a tramp steamer, six hours after landing, the plane later sinking. NC-3 sailed stern-first for about 200 miles until off Ponta Delgada, then started up her engines and taxied into port, after weathering nearly sixty hours of gale and waves as high as 30 to 40 feet. Nobody

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NC-3 AT PONTA DELGADA.

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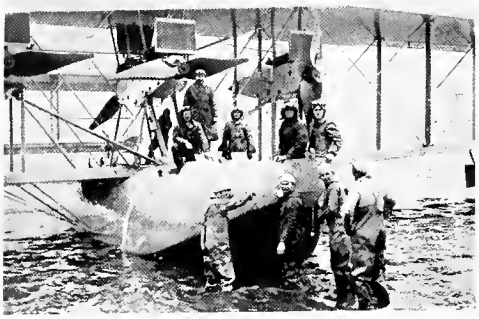
LIEUT. COMDR. READ LEAVING NC-4 AT PLYMOUTH, ENGLAND.

except those who went through the experience will ever realize how they did it. No one previously had thought it possible.

NC-4 was fortunate enough to sight land and reached Horta, Fayal, the morning after leaving Trepassey; then a few days later, as soon as the weather permitted, ran the 150 miles to Ponta Delgada in order to fuel up for the 800-mile run to Lisbon.

NC-3 was too badly battered to continue the flight and was consequently dismantled and sent back to the States; she is now being thoroughly overhauled and will fly again.



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NC-1 AT ROCKAWAY.

NC-4 left after a week of waiting for sea and weather conditions to moderate. The run to Lisbon was made without particular incident. Later she continued on her way to Plymouth, England, stopping in the Mondego River for minor repairs and again at Ferrol, Spain, to spend the night; this was necessary, due to the delay experienced at the Mondego River.

All of the European cities visited were most enthusiastic about the flight and everywhere the crews were treated as distinguished guests. The Portuguese awarded them their highest decoration, that of the "Tower and Sword"; the British awarded them the Royal Air Force Cross; banquets, receptions and "what-not" were in order. It was a continuous ovation. And later the same was true in this country.

It seemed very strange that the suc-

cess of a naval expedition should create such excitement, but the whole world seemed to regard this flight as a feat of individual daring rather than a carefully thought out government project. The object of the flight was attained; that of gaining information concerning the seaplanes and their operation over long distances at sea and that of adding to the prestige of naval aviation and the Navy at large. And although we were disappointed that all three of the seaplanes did not reach Lisbon, more valuable information concerning the seaplanes themselves was obtained by the failure of NC-3 and NC-1 than by the success of NC-4.

(Times are Greenwich Mean Civil)

		Time	*Distance sea miles*	*Elapsed time in air*
Left	Rockaway	2.02 p.m.— 8 May		
Arrived	At sea—off Chatham	6.53 p.m.— 8 May	284	4 hrs. 51 min.
Left	Chatham	1.07 p.m.—14 May		
Arrived	Halifax	5.10 p.m.—14 May	355	4 hrs. 03 min.
Left	Halifax	12.53 p.m.—15 May		
Arrived	Newfoundland	9.39 p.m.—15 May	474	6 hrs. 23 min.
Left	Newfoundland	10.05 p.m.—16 May		
Arrived	Horta Fayal	1.23 p.m.—17 May	1,206	15 hrs. 13 min.
Left	Horta Fayal	12.39 p.m.—20 May	153	
Arrived	Ponta Delgada, San Miguel	2.24 p.m.—20 May	153	1 hr. 45 min.
Left	Ponta Delgada	10.18 a.m.—27 May		
Arrived	Lisbon	8.01 p.m.—27 May	786	9 hrs. 43 min.
Left	Lisbon	5.29 a.m.—30 May		
Arrived	Mondego River, Portugal	7.21 a.m.—30 May	134	1 hr. 52 min.
Left	Mondego River, Portugal	1.38 p.m.—30 May		
Arrived	Ferrol, Spain	4.47 p.m.—30 May	237	3 hrs. 09 min.
Left	Ferrol, Spain	6.27 a.m.—31 May		
Arrived	Plymouth, England	1.26 p.m.—31 May	487	6 hrs, 29 min.
		Total.....	4,116	53 hrs. 58 min.

NOTE: On water 2 hours and 23 minutes not included in elapsed time.

CREWS

NC-3

Comdr. J. H. Towers, USN, Commanding
Comdr. Holden C. Richardson, C. C., USN.
Lieut. Comdr. Robert A. Lavender, USN.
Lieut. David McCulloch, USNRF.
Boatswain Lloyd R. Moore, USN.

NC-4

Lieut. Comdr. Albert C. Read, USN, Commanding
1st Lieut. Elmer E. Stone, USCG.
Lieut. James L. Breese, USNRF.
Lieut. Walter Hinton, USN.
Ensign Herbert C. Rodd, USNRF.
CMM Eugene S. Rhoads, USN.

NC-1

Lieut. Comdr. P. N. L. Bellinger, USN, Commanding.
Lieut. Comdr. Marc. A. Mitscher, USN.
Lieut. Louis T. Barin, USNRF.
Lieut. (j.g.) Harry Sadenwater, USNRF.
Machinist Rasmus Christensen, USN.
CMM (A) C. I. Kesler, USN.
Lieut. Comdr. R. E. Byrd, USN., and Lieut. J. B. Rhodes, USNRF., went as far as Newfoundland.

The Homing Pigeon

A Fearless Messenger in Time of War

By Lieut. (j.g.) J. J. McAtee, R. F.

ALTHOUGH a descendant of that feathered family which has furnished the whole world with a commonly accepted emblem of peace, the homing pigeon of today has proven itself to be really a bird of war, as the part it has played recently on land and water, has been of great military value to the governments it served.

The pigeon has established itself not only as a carrier that can be trusted to faithfully and fearlessly perform its mission but it delivers its messages with a speed almost equal to that of the wireless.

The heliograph, telephone, telegraph and wireless—the principal means of communication used during the recent war—all have one great weakness. Messages so transmitted are as clear to a watchful enemy as they are to the friends for whom the message is intended. Special corps of experts for the interception and interpretation of enemy messages were maintained by all of the belligerents and much important data was secured by both sides concerning location and intentions of enemy units. Carrier pigeons alone carried messages silently, swiftly and directly to the parties for whom they were intended, and enemy bullets dispatched to interrupt their flight seldom stopped these faithful couriers.

In the Navy the pigeon did important scout duty along the sea coast and proved a sure means of communication between air pilots and their stations. They were also carried by practically every patrol boat operated in European waters, and in many instances were instrumental in bringing aid that saved the lives of crews after their ships had been torpedoed by submarines.

The establishing of pigeon lofts at the various naval air stations was not seriously considered until February, 1918. Since that time fourteen lofts at the following stations have been completed and equipped with pigeons: Chatham, Rockaway Beach, Bay Shore, Cape May, Anacostia, D. C.; Hampton Roads, Morehead City, Miami, Key West, Pensacola, San Diego, Coco Solo, and Great Lakes.

Upwards of 600 pigeons were trained at the above mentioned stations and previous to the signing of the armistice there were more than 2,500 trained pigeons in the U. S. Naval Air Service abroad. These birds performed admirably when it is considered that they were all in their first year of training.

An idea of their efficiency might be gained from the records of the work done by the birds at Pauillac, where a complement of seventy-eight birds delivered 698 messages in one month—219 of these messages being of an urgent nature, sent by seaplanes down at sea.

Since the historic occasion on which a dove carried to Noah unmistakable evidence that the flood was subsiding and land and a safe harbor were not far distant, the pigeon has been proving its utility and versatility and its unquestioned ability to serve man in many extremities. There is a case on record of a navy air pilot doing patrol duty on the coast of France who completely lost his bearings when his compass failed him. After aimlessly wandering around for some time, this pilot thought of the two pigeons he carried. He quickly liberated the birds and followed them in

their flight. They guided him safely back to his station.

Messages to be carried by pigeons are written on small blocks of onion skin paper. The message is then rolled into a small pellet and inserted in a light aluminum container which is strapped to the bird's leg. As the pigeon needs light to guide his flight it is not possible to use them at night nor in heavy, foggy weather. The distance a bird will accomplish depends largely upon its individual training and capability. In the second year of training, however, a bird should be able to travel up to 500 miles with accuracy, and 200 miles has been accomplished by birds in their first year of training.

The very nature and importance of the work entrusted to these winged messengers has given them numerous opportunities to distinguish themselves in the military and naval service. Hundreds of stories of their accomplishments have been recorded and many of the birds have won world wide fame. A few examples of the nature and value of the work may be determined by the following extracts from records on file in the Navy Department.

One instance is that ensuing when a British patrol boat was attacked early one morning by a German submarine. The vessel was torpedoed and rapidly began to sink. The skipper, however, had time to write a brief message, roll up the scrap of paper and attach it to the leg of a pigeon before the shattered craft sank under his feet. Just in time he threw the bird into the air and within the next minute he was struggling in the water clinging to a bit of wreckage. By this time the U-boat had risen to the surface the crew quickly discovered the pigeon and opened fire on it with rifles. The skipper, struggling in the water saw that the bird had been hit and gave up all hope of rescue.

However, he failed to consider the plucky nature of the bird and the tremendous power of its homing instincts. Some 20 miles away the pigeon alighted on the deck of a patrolling destroyer, its silvery gray plumage speckled with blood, one of its wings crippled and the tail feathers completely shot away. The bird was quickly carried to the commander of the destroyer who took the message from its leg and three minutes later the destroyer was speeding to the rescue, with her wireless filling the air with news of the enemy's location. In less than an hour the survivors of the sunken vessel were safe on board the rescuing ship. A game little bird had saved their lives. The pigeon later recovered from its wounds and resumed its place on the "active" list.

A seaplane of the Royal Naval Air Service got into trouble at sea and tossed its pigeons into the air at 7.24 a. m. The pigeon reached its loft at 8.00 a. m. with this message: "Am down off North Goodwin; light vessel; very rough sea." At 8.04 a patrol boat was on its way to the rescue.

On another occasion a pigeon reached its loft carrying the following message: "Down at Nieuport; compression tap blown off; radiator empty; filling up with salt water and will return as soon as possible." Another seaplane was sent to the rescue but was unable to discover the disabled machine. Five days later the seaplane's second pigeon homed with a message written in German, dispatched from the German seaplane station at Zeebrugge. It read: "English machine and pilot Cooke are prisoners. Observer Crothers dead."

At a certain seaplane station in Flanders early one morning a pigeon was seen to dive from the clouds and enter its loft hurriedly. The thin piece of tissue paper carried in the small cylinder on its leg read: "Potvin, shot down 10 miles N. N. E. Nieuport; one Hun down; my tanks shot; French destroyer on its way; send fighters. Graham."

At the seaplane station this meant

that Flight Lieut. R. Graham, who had left that morning on special patrol duty, had encountered enemy aircraft, that a seaplane had been shot down whose pilot was, he thought, Flight Lieutenant Potvin, that a German machine had also been shot down; that shots had pierced his own tanks; that a French torpedo-boat destroyer was approaching, and that more combat seaplanes were needed at once.

Five minutes later another pigeon homed with this message: "Shot landed O. K.; down 10 N. N. E. Nieuport Potvin. I shot one down but he did not crash. My tanks are no good, can't climb. French T. B. D. on its way, send more fighters quick. Graham."

Eighteen minutes later a third pigeon homed with a message from another member of the patrol. "Am shot down, hit in tank and radiator. Rogers dead. I am unhurt. Please send help at once. Paine."

This was from Flight Lieut. L. I. Paine whose observer was Lieut. Rogers.

Seven minutes later a fourth pigeon reached the air station with this message: "Machine turning over to port. Have jettisoned everything; am on wing tip; sea calm; machine has seemingly steadied. Nothing in sight. I think the machine will float for a long time. Land bus just made one circuit, but I don't think he saw me. If machine sinks I will swim to buoy close by. Rogers was killed instantly, wound in head. Paine."

Two seaplanes were sent to guide a French torpedo boat destroyer to the scene. They located the damaged plane 8 miles from Nieuport. They had just reached it when a German submarine and four German torpedo boat destroyers arrived and shortly after a French motor lighter and a small craft, zigzagging madly to avoid the courtesies of the German submarine.

Lieutenant Graham reached home safely with his machine, which was taken in tow by one of the patrol vessels.

That ends the story. It all happened in one-half hour and a few feathered friends of the human flyers had carried the messages that made the rescue possible.

"THE EYES OF THE NAVY"

Oh, it's up thru the clouds,
And away from the crowds,
We go flying on the wings of the morn,
And the sun, he's just risin'
O'er the eastern horizon,
And we feel we are glad we were born.

With the engine a-roarin;
Away we go soarin'
And the exhaust sparks go flying by.
The wires all a-singin'
Up we go swingin'
Just to say how-de-do to the sky.

The earth like a picture,
A beautiful mixture,
Of yellow and purple and gold.
As pure and clean,
As an idealist's dream
Or the heart of a prophet of old.

Hidden the squalor,
The filth and the wallor,
Of man-made cities and towns.
It's good to be there,
In the rarified air,
Far from such sights and sounds.

And all that's betwixt us,
And a fall that will fix us,
Is spruce and some doped cotton cloth.
But it's the game, it's the game,
And honor and fame,
That attract like the flame to the moth.

We came from the hills,
The cities and mills,
And we put on Uncle Sam's green.
We're the Eyes of the Navy,
And if we don't go to Davy,
We'll tell of the sights we have seen.

—Ensign Alfred Curtis Wilson.

In Memoriam

HE died as he had willed to die,
A warrior of the embattled sky,
Who deemed his life's work hardly done
Had he not struck the godless Hun;
Struck with the ardent strength of youth
For Peace, for Liberty, for Truth,
For every gift that makes life dear,
That men might live devoid of fear,
That Mothers, with their babes in arms
Secure, may dwell, from wars' alarms.
That the young wife with eager care
Her spouse's evening hour prepare,
That children at their school or play
Be no more blood-mad German prey.

IN sweetest youth full well he died
Fighting to stem the Huns' red tide,
Offering as sacrifice to Heaven
The dearest gifts to mankind given—
His love's young dream, his school girl wife,
His boyhood's home; Oh! cruel strife
Calling the boy at manhood's brink
The fiery cup of War to drink.
Dauntless he grasped the fatal cup
Nor faltered to its deepest sup;
Hurling defiance at the foe,
The German beast, the World's worst woe.
Brave boy, he willed no better end,
Than home, than friends, than wife, defend.
To heed the call of Lafayette,
Of Noble France's bloody sweat
His fair young face upraised to Heaven
For these, resigned his life, God given.
Glad was his life, and great his death,
Nor faltered to his dying breath
Oh! gentle boy but light we weighed
The greater part your death portrayed
To our dull minds; while now we mourn
All that was you, unduly borne
To mysteries unfathomed deep
Where sleep our heroes—where you sleep,
Midst France's sons, in France's breast,
So doubly honored, doubly blest.

TO the far eons while the sun
His burning cycles daily run
Your name shall live in France's name,
America's undying fame,
In Belgium's dauntless few who stood
Checking the hell-loosed German brood;
Where Britain's sleepless bulwarks ride
Sweeping the Huns from every tide,
Where Italy, true to her fame,
Withstood the hordes of sin and shame,
Graved is your name—'mongst heroes all,
Who sprang like falcons to the call,
Of Country, Liberty, of Right
At the high dawn of Freedom's fight.
Sleep, gentle boy, where heroes sleep,
In France's earth—nor shall we weep,
Knowing the glory of your end
For France, for Lafayette our friend,
Bearing aloft the blazing brand
Of freedom from our Western Land.
Teaching the World with proud last breath,
America was true to death.

—SAMUEL W. B. HOSFORD.

Name	*Rank*	*Killed*	*Place*
Adams, Harry E.	Lieut. (j.g.)	Oct. 5, 1918	Pauillac
Adams, Hugh Jacobs	Ensign	May 5, 1919	Rockaway
Alden, Spencer T.	Ensign	May 4, 1918	Bay Shore
Anderson, Walfred A.	Electrician	Oct. 22, 1918	Abroad
Anderson, Wallace C.	Seaman	Oct. 30, 1918	
Andrews, J. F.	Ensign	July 13, 1918	Chatham
Ashley, J. Wm.	Lieut. (j.g.)	May 19, 1919.	
Baker, Claude A.	Seaman	Dec. 5, 1917	Moutchic
Barnett, Lester A.	Quartermaster	Aug. 22, 1918	Abroad
Barr, Chapin C.	Lieutenant	Sept. 29, 1918	Dunkirk
Barrett, T. W.	Quartermaster	July 1, 1917	France
Barron, Harold C.	Ensign	April 29, 1919	Cape May
Barry, E. B.	Ensign	August, 1918	St. Trojan
Behan, Wm. J.	Student Officer	July 12, 1918	Bay Shore
Bell, A. M.	Ensign	Feb. 28, 1919	Hampton Rds.
Bell, C. A.		Feb. 23, 1918	Fishermans Island
Bennett, J. W.	Boatswain	March 2, 1918	Cape May
Bennett, Thos. Henry	Quartermaster	Oct. 20, 1918	Rockaway
Berger, Frederick G. B.	Lieut. (j.g.)	April 29, 1918	Cape May
Bergin, Louis J.	Ensign	Sept. 15, 1918	Ravenna, Italy
Bishop, Donald G.	Student Officer	Feb. 16, 1919	Miami
Blair, A. B. Jr.	Ensign	June 18, 1918	Pensacola
Boorse, A. L.	Ensign	Aug. 21, 1918	Brest
Bose, Herman	Quartermaster	Nov. 23, 1917	Pensacola
Bournique, Joy C.	Ensign	Sept. 24, 1918	Pensacola
Brice, Milton D.	Ensign	Jan. 22, 1919	Pensacola
Buchanan, J. S.		April 27, 1919	
Burnes, John Irving	Quartermaster	Oct. 24, 1918	Liverpool
Butler, Thos. J.	Lieutenant	Aug. 21, 1918	
Campbell, Dale Vern	Ensign	Aug. 22, 1918	Abroad
Canfield, Herbert F.	Student Officer	Aug. 26, 1918	Miami, Fla.
Catchpole, Harry G.	Ensign	Sept. 14, 1918	Cape May
Cate, Lawrence H.	Ensign	Oct. 9, 1918	Pensacola
Chapin, M. J.	Quartermaiter	April, 4, 1918	Dunkirk, France
Childs, Wm. McKinley	Machinist	.....	
Churchill, James L.	Student Officer	Aug. 29, 1918	Pensacola
Clark, James	Ensign	Jan. 28	Hampton Rds.
Clark, Robert F.	Ensign	Aug. 21, 1918	Brest, France
Clemens,t J. r.	Ensign	Oct. 8 1918	Paris
Coggins, Lawrence	Quartermaster	Aug. 11, 1918	Porto Corsini
Corey, Harold Bedford		May 5, 1919	Rockaway
Crailie, Charles C.	Ensign	May 27, 1918	
Crosscup, W. F.	Ensign	July 7, 1918	Moutchic
Crowe, Edmund J.	Seaman	Dec. 26, 1917	Pensacola
Davidson, Delozier	Ensign	Aug. 22, 1918	
Delahanty, Michael		Feb. 23	Fishermans Island.
Douthitt, Raymond Edwin	Gunner	Sept. 21, 1918	Gallup's Island
Draper, W. M. Thos.	Ensign	Mar. 25, 1918	Pensacola
Dyer, Jay N.	Ensign	May 17, 1919	Pensacola
Easterwood, J. L.	Lieut. (j.g.)	May 20, 1919	Coco Solo
Eaton, Thos. Windell	Student Officer	April 5, 1918	Key West
Ehrke, A. E.	Machinist	July 15, 1919	League Is., Phila.
Eichelberger, Ed. C.	Quartermaster	Feb. 27, 1918	
Ellis, Albert E. K.	Lieut. (j.g.)	July 25, 1919	Coco Solo
Elwood, Samuel W.	Student Officer	Sept. 10, 1918	Mass. Inst. of Tech.
Evans, G. B.	Ensign	May 31, 1918	Miami, Fla.
Fazio, Chas. J.	Machinist	Mar. 16, 1918	Pensacola
Fisher, Raymond R.	Machinist	.....	Dundee, Scotland
Fenton, Jos. J.		Aug. 13, 1918	Pensacola
Fisher, Lorm H.	Student Officer	Sept. 21, 1918	Chelsea
Flieshman, Charles	Electrician	Aug. 2, 1917	Bay Shore
Fowler, Francis M.	Ensign	May 17, 1919	Pensacola
Fraley, Guy B.	Student Officer	Aug. 12, 1918	Pensacola
Frothingham, Philip B.	Ensign	Sept. 14, 1918	St. Inglevert
Ganster, J.	Quartermaster	May 18, 1918	Dunkirk
Gendran, B. Lamcon	Gunner	Mar. 29, 1918	Miami, Fla.
Gerhardy, Theo. W.	Student Officer	Nov. 23, 1918	Key West
Gibbs, John F.	Lieutenant	Oct. 27, 1918	Schoondijk
Goggins, James L.	Quartermaster	Aug. 11, 1918	Porto Corsini
Goldman, P.	Quartermaster	August, 1918	Flanders Coast
Goodspeed, Pearson, Jr.	Student Officer	Oct. 7, 1918	Chelsea
Grassel, A. G.	Gunner	May 20, 1919	
Gray, James J.	Student Officer	Jan. 18, 1919	Pensacola

Name	*Rank*	*Killed*	*Place*
Gustav	Machinist	May 19, 1919	
Halstead, R. H.	Quartermaster	July 31, 1917	France
Hammann, Charles H.	Ensign	June 14, 1919	Hampton Roads
Hammond, Kensey J., Jr.	Student Officer	Mar. 21, 1919	Pensacola
Hartel, Orrin Francis	Machinist	Aug. 21, 1918	Turino, Italy
Harvie, L. S.	Boatswain	Feb. 28, 1918	Ile Tudy
Herr, Hugo Julius	Quartermaster	Oct. 13, 1918	Calais
Hobby, Roy Law	Machinist	Feb. 28, 1919	Norfolk
Hogan, John Lee	Quartermaster	.....	Whiddy Island
Holley, Miles Henry	Quartermaster	Aug. 22, 1918	St. Trojan
Homer, Joseph W.	Ensign	Nov. 9, 1918	London
Honeywell, A. D.	Ensign	Jan. 18, 1919	Pensacola
Hosken, Wm. Stanley	Machinist	Oct. 27, 1918	Rockaway
Hough, F. W.	Quartermaster	Mar. 13, 1918	Ayr, Scotland
Howard, John G.		April 27, 1919	Pensacola
Hynson, Henry P.		Feb. 25, 1919	
Johnson, Claude Raymond	Quartermaster	Oct. 22, 1918	Killingholme
Jones, Merwyn Clynder	Student Officer	Aug. 1, 1919	Key West
Jilian, Wm. H.	Student Officer	Oct. 28, 1918	Calais
Jaegle, Wm. C., Jr.	Machinist	Aug. 25, 1918	Rockaway
Jones, Thos. Owen	Ensign	Sept. 24, 1918	Pensacola
Keadass, C. S.	Ensign	Feb. 27, 1918	Dunkerque,
Kneeland, Leonard L.	Quartermaster	Aug. 20, 1918	St. Trojan
Kenip, Edward C.	Machinist	July 1, 1918	France
Krueger, Chas. Edward	Electrician	July 31, 1918	Moutchic
Lamport, Nathan H.	Seaman	Sept. 3, 1918	France
Lee, Benjamin	Ensign	Oct. 12, 1918	Dundee, Scotland
Lendehman, W. B., Jr	Lieutenant	Oct. 16, 1918	Calais
Lingard, Eric	Ensign	Oct. 29, 1918	Coco Solo
Lohges, Robert J.	Ensign	Oct. 12, 1918	Pensacola
McCalla, R. C.	Student Officer	May 10, 1918	Pensacola
McCarthy, Thos. Carroll	Ensign	Sept. 25, 1918	Pensacola
McCormack, Ralph R.	Ensign	Feb. 7, 1919	Pensacola Bay
McCormick, A. A.	Lieutenant	Sept. 29	Calais
McKinney, Dooley O.	Machinist	Oct. 4, 1918	Pensacola
McKinnon, Thos. Neil	Ensign	Aug. 20, 1918	Dunkerque, France
McLean, James Thos.		Oct. 5, 1918	Phila., Pa.
MacLeisch, Kenneth	Lieutenant	Oct. 14, 1918	Abroad
McMahon, Ambrose B.	Student Officer	Oct. 28, 1918	Calais
McMeekin, James W.	Machinist	Oct. 10, 1918	Paris
MacNaughton, L. M.	Ensign	Mar. 13, 1918	Hampton Roads.
McVeigh, John J.	Quartermaster	Aug. 23, 1918	St. Trojan
Mandville, Garrett T.	Student Officer	August 12, 1918	Pensacola
Manley, G. E.	Machinist	Aug. 22, 1917	Tours, France
Marshborn, D.	Quartermaster	May 18	Dunkirk
Martin, Van M.	Student Officer	Oct. 21, 1918	Seattle
Mayo, Henry Carl	Machinist	Oct. 31, 1918	Paris
Miller, Samuel, Jr.	Quartermaster	Oct. 21, 1918	Bay Shore
Mingle, D. B., Jr	Ensign	Feb. 7, 1919	Pensacola
Monteith, R. Howard	Lieutenant	Aug. 25, 1919	Sea Girt, N. J.
Mutty, Louis L.	Student Officer	July 9, 1918	Miami, Fla.
Murphy, J. G.	Ensign	Oct. 18, 1918	
Murphy, Thos. L.	Ensign	Sept. 15, 1918	Ravenna, Italy
Nelms, Frank, Jr.	Lieutenant	Oct. 27, 1918	Schoondijk
Nelson, Clarence A.	Machinist	Mar. 20, 1918	Abroad
Newman, Frederick A.	Machinist	Aug. 24, 1918	New York
Nichols, A. L.	Ensign	Aug. 21, 1918	Turino, Italy
Norman, Harvey C.	Lieutenant	Oct. 22, 1918	Bruges, Ghent
O'Day, Daniel H.		May 19, 1919	
O'Gorman, Matthew E.	Quartermaster	Aug. 20, 1918	Dunkirk
Ostridge, C. L.	Lieut. (j.g.)	May 19, 1919	
Page, P. W.	Ensign	Dec. 17, 1917	Felixstowe
Palmer, Clyde N.	Ensign	Sept. 14, 1918	St. Inglevert
Parker, Bradstreet	Student Officer	Sept. 21, 1918	Mass. Inst. of Tech.
Percival, Charles Edward	Student Officer	July 17, 1918	Miami, Fla.
Perkins, Reger Conant	Seaman	Mar. 14, 1918	Key West
Pero, Donald C.	Machinist	Aug. 25, 1918	Rockaway
Perry, L. A.	Ensign	April 13, 1918	Moutchic
Petersen, Heter Andreas	Lieut. (j.g.)	Dec. 4, 1918	At Sea
Peterson, Carl C.	Ensign	Oct. 4, 1918	Pensacola
Poland, Clarence J.		July 12, 1918	
Potter, Stephen	Ensign	April 25, 1918	Felixstowe
Pou, Edwin S.	Ensign	Oct. 28, 1918	Abroad

Name	*Rank*	*Killed*	*Place*
Pulliam, Harold A.	Ensign	April 4, 1919	
Read, C. S.	Ensign	Feb. 26, 1918	Dunkirk
Ritchie, David		May 7, 1919	Charleston, S. C.
Redman, Wm. Frederick	Machinist	Aug. 21, 1918	Brest
Reed, Curtis S.	Ensign	Feb. 27, 1918	Dunkirk
Reed, Chas. E.	Ensign	Aug. 16, 1918	Castletown-Berehaven
Reid, Geoffrey L.			
Rice, Charles B.	Student Officer	Sept. 27, 1918	Dunwoodie, Minn.
Richardson, Jesse	Machinist	Aug. 22, 1918	St. Trojan
Richter, George	Quartermaster	Dec. 7, 1917	Hampton Roads
Richardson, Robert E.	Electrician	Oct. 11, 1918	Killingholme
Ries, Fred E.	Ensign	Nov. 16, 1918	Calais
Riley, Frank William	Ensign	Oct. 12, 1918	Miami, Fla.
Ritchie, Davie		May 17, 1919	Charleston
Roben, D. B.	Captain	Oct. 27, 1918	Calais
Robinson, H. A.	Ensign	Mar. 31, 1919	Pensacola
Roehrig, Harold L.	Ensign	July 15, 1919	League Is., Phila.
Rutledge, Daune Horton	Ensign	Feb. 7, 1919	Pensacola
Saufly, R. C.	Lieutenant	June 9, 1916	Pensacola
Saunders, Stewart Benton	Ensign	Sept. 24, 1918	Pensacola
Schneider, Anthony	Student Officer	Sept. 22, 1918	Chelsea, Mass.
Scherding, Walter Tips	Student Officer	Oct. 20, 1918	Seattle
Scott, W. R.	Quartermaster	Mar. 17, 1918	Chelsea, Mass.
Sergai, Bennett	Machinist	Oct. 11, 1918	Abroad
Skaggs, A. D.	Quartermaster	Feb. 28, 1918	Ile Tudy
Smith, Edward A., Jr.	Student Officer	April 30, 1918	France
Smith, Winthrop F.	Ensign	Oct. 10, 1918	Bay Shore
Soulder, H. G.	Boatswain.	July 15, 1919	League Is., Phila.
Souther, A. F.	Lieutenant	Jnly 19, 1918	Narragansett Bay
Sparkes, James A.	Student Officer	Oct. 30, 1918	Seattle, Wash.
Sprague, Wm. Griffith	Ensign	Oct. 26, 1918	Ile Tudy, France
Stoker, Ellsworth W.	Machinist	Aug. 20, 1918	
Stoltz, M. L.	Lieutenant	June, 1915	Pensacola
Sturtevant, A. D.	Ensign	Feb. 18, 1918	Weymouth, Eng.
Sturtevant, Eldred	Midshipman	Oct. 9, 1918	North Sea
Sylvester, Byrl E.	Student Officer	June 19, 1918	Pensacola
Talaska, Walter Paul	Student Officer	September 2, 1918	
Tate, James Alexander	Student Officer	Mar. 21, 1919	Pensacola
Taylor, C. W.	Lieutenant	Oct. 22, 1918	Bruges Ghent
Taylor, Ermond Albert	Student Officer	Feb. 19, 1919	Miami, Fla.
Taylor, Harvey John	Quartermaster	Oct. 18, 1918	Hartford, Conn.
Taylor, Roderick P.	Machinist	Oct. 10, 1918	Abroad
Terres, Hugh	Ensign	Aug. 21, 1918	Turino, Italy
Terrier, Stewart McD.	Ensign	Feb. 23,	Fishermans Island
Thomas, R. H.	Machinist	July 25, 1919	Coco Solo
Tibbetts, Russell D.	Ensign	Oct. 8, 1918	Cape May
Timkham, Edward I.	Ensign	Mar. 30, 1919	Ravenna, Italy
Tolnas, Trygva J.	Ensign	Dec. 31, 1918	Pensacola
Topp, Augustus	Student Officer	Aug. 12, 1918	Pensacola
Tornes, Bernhard		April 27, 1919	
Treble, Hector Wm.	Student Officer	Oct. 1, 1918	Chelsea, Mass.
Truex, Eldone H.	Ensign	Mar. 31, 1919	Pensacola
Tucker, L. F.	Quartermaster	Aug. 1918	St. Trojan
Tyson, C. McC.	Lieut. (j.g.)	Oct. 11, 1918	Killingholme
Van Kirk, Dean R.	Ensign	May 1, 1917	Pensacola
Vath, Earl J.	Electrician	Aug. 20, 1918	St. Trojan
Velie, H. G.	Quartermaster	May 7, 1918	Scotland
Vornauer, Glenwyn A.	Student Officer	Nov. 2, 1918	
Walker, Donald	Ensign	April 7, 1919	Key West
Walker, Guy Adler	Ensign	Oct. 19, 1918	Bay Shore
Wats, Earl Joseph	Electrician	Aug. 22, 1918	St. Trojan
Weddell, T. M.	Quartermaster	Mar. 7, 1918	Le Croisic, Fr.
Weed, Walker	Ensign		
Weigel, Carl Herrmann	Ensign	Mar. 31, 1919	
Wells, Harry M.	Seaman	Aug. 6, 1917	Huntington, L. I.
Wigmore, John	Student Officer	Jan. 18, 1911	Pensacola
Willmoth, George T.	Seaman	Oct. 30, 1918	
Wilcox, DeWitt G.	Student Officer	Aug. 29, 1918	Pensacola
Wissman, Frederick A.	Quartermaster	Oct. 28, 1918	Abroad
Zeller, George J.	Machinist	June 28, 1918	

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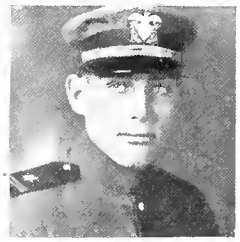

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Of necessity the amount of data concerning each man has had to be brief, consequently only those facts have been given which would aid in recognition and enable the reader to communicate with other members of the Corps. No attempt could be made to include citations or other honors, or the particular capacities in which each man served. The order of this data is: name, rank, home address, stations served at, and whether he was in the heavier-than-air or lighter-than-air branch. Naval Aviator designation numbers have sometimes been given as they usually indicate the comparative length of a man's service.

To avoid confusion all addresses which were found to be incorrect have been omitted. This accounts for some apparent oversights in this respect.—EDITOR.

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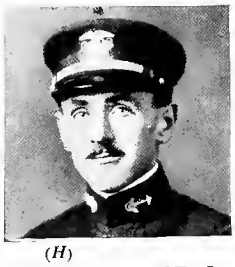

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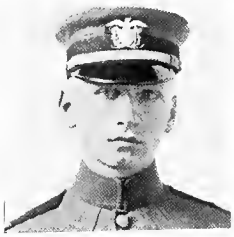

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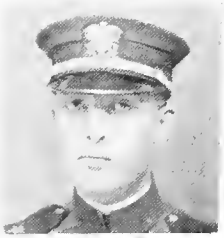

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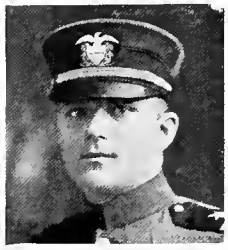

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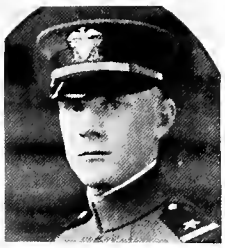

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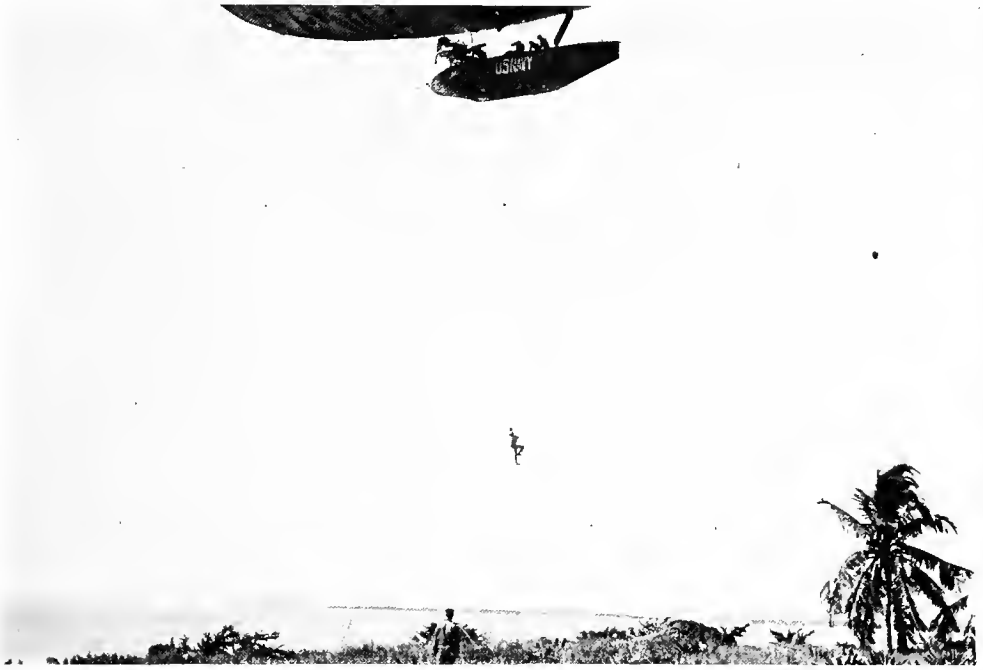

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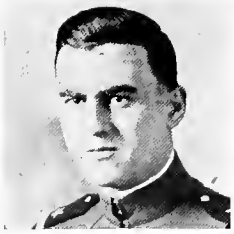

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Austrian Light Bomber.

Photo taken from Austrian Files al Polo.

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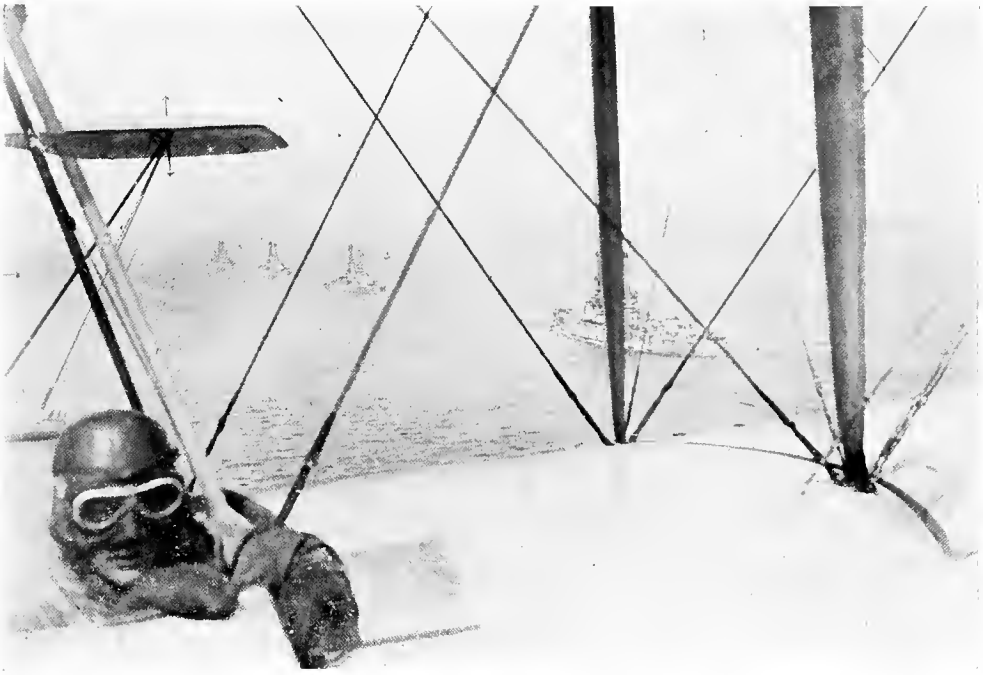

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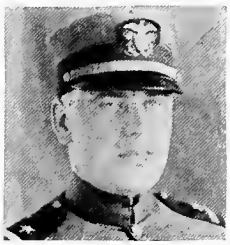

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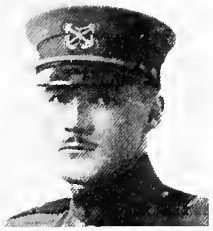

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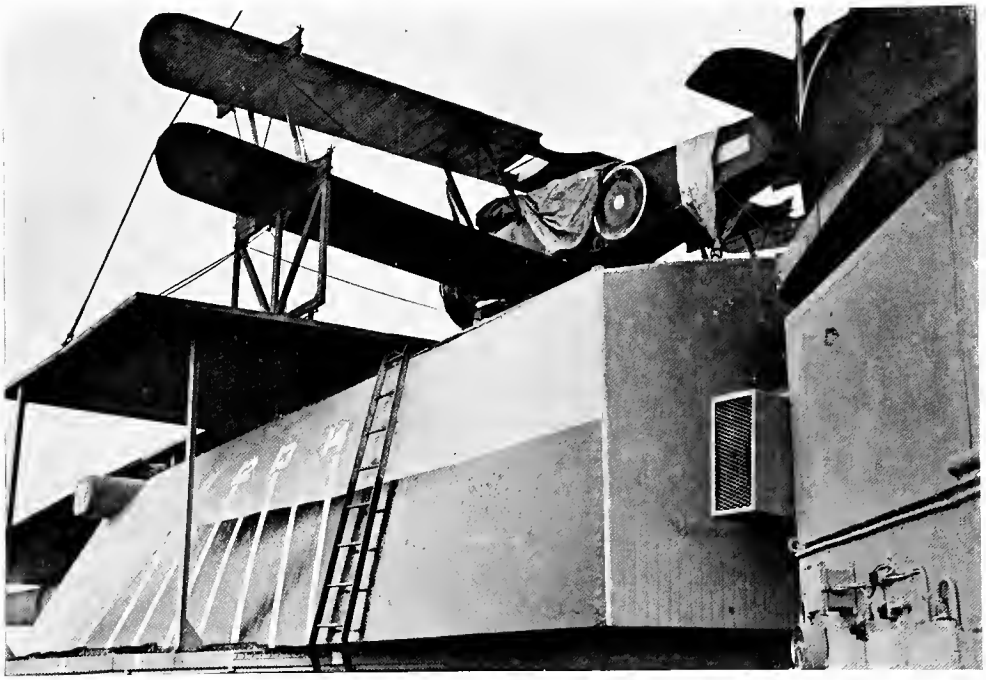

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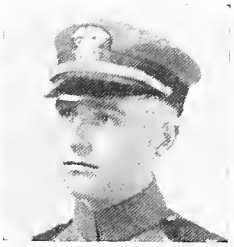

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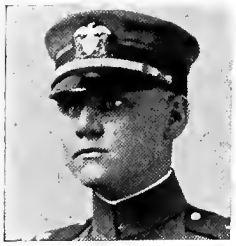

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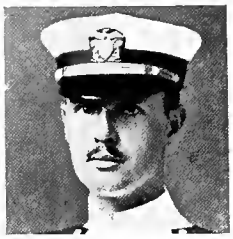

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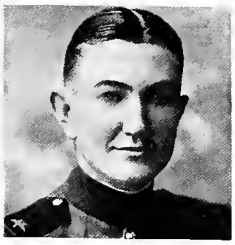

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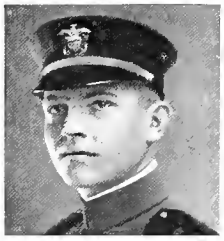

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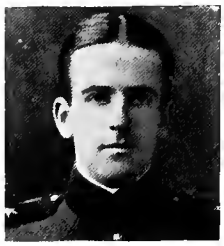

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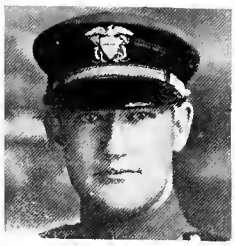

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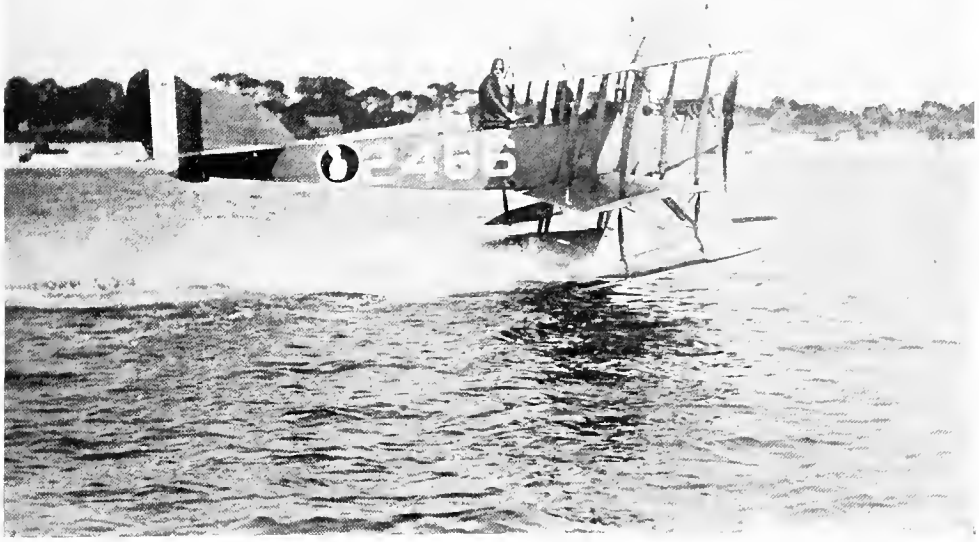

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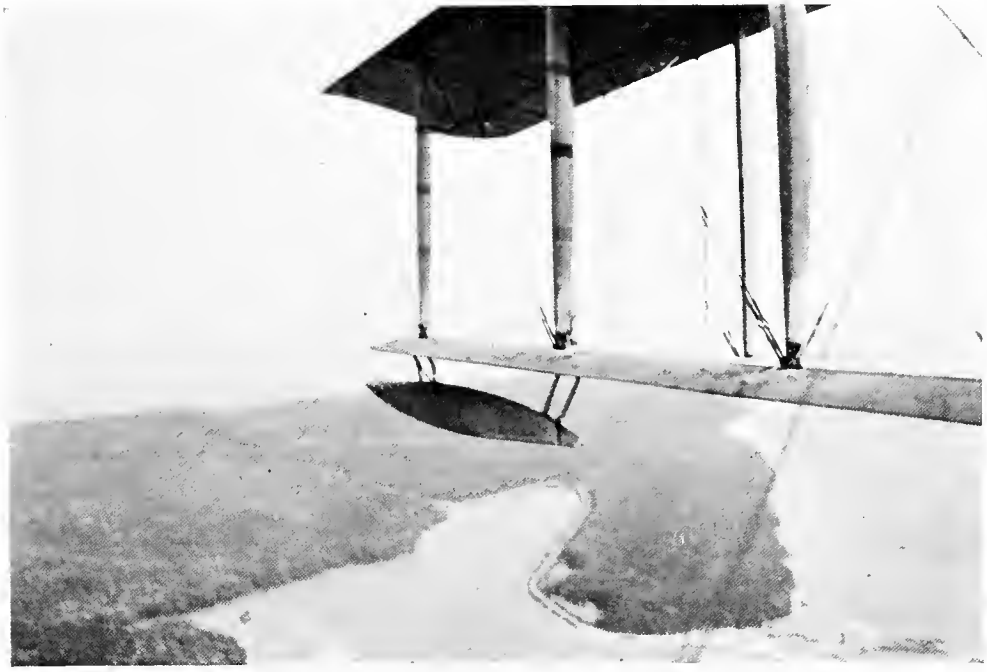

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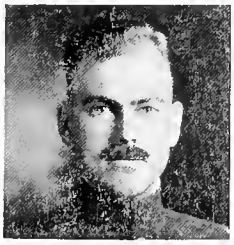

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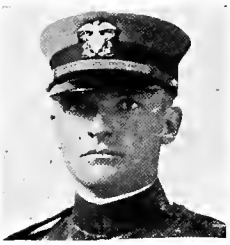

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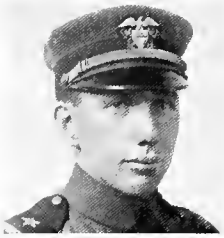

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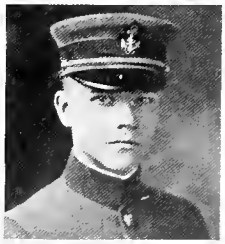

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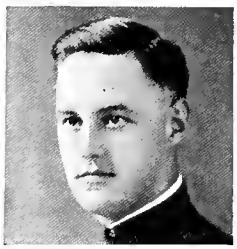

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Crawford, Theo. J., Machinist.

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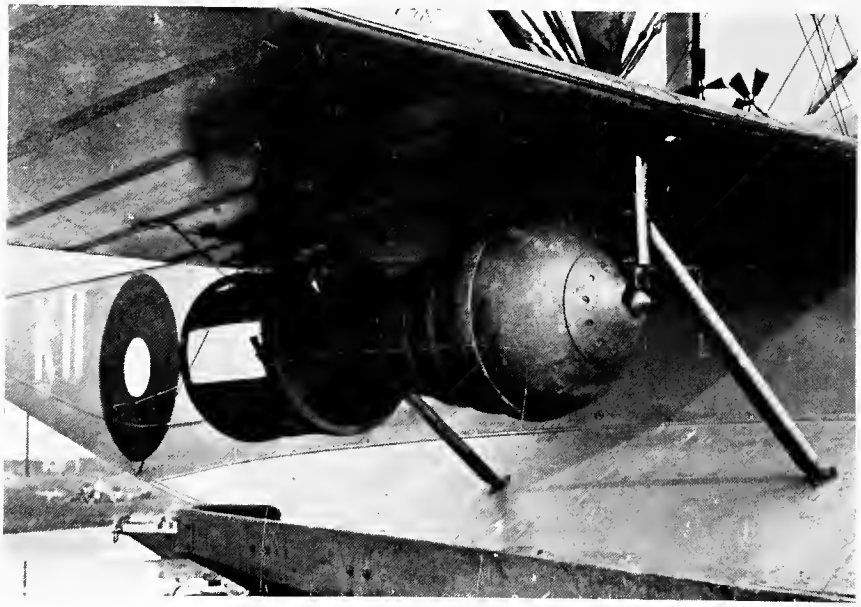

Showing Bomb Rack and Release Mechanism.

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An Italian Kite Balloon

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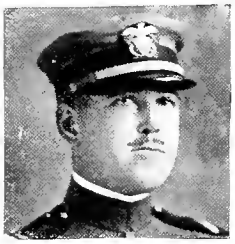

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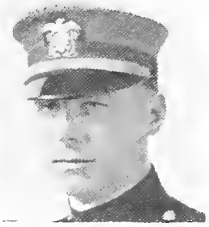

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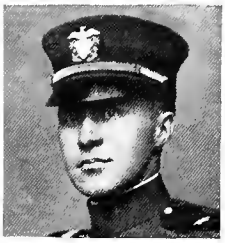

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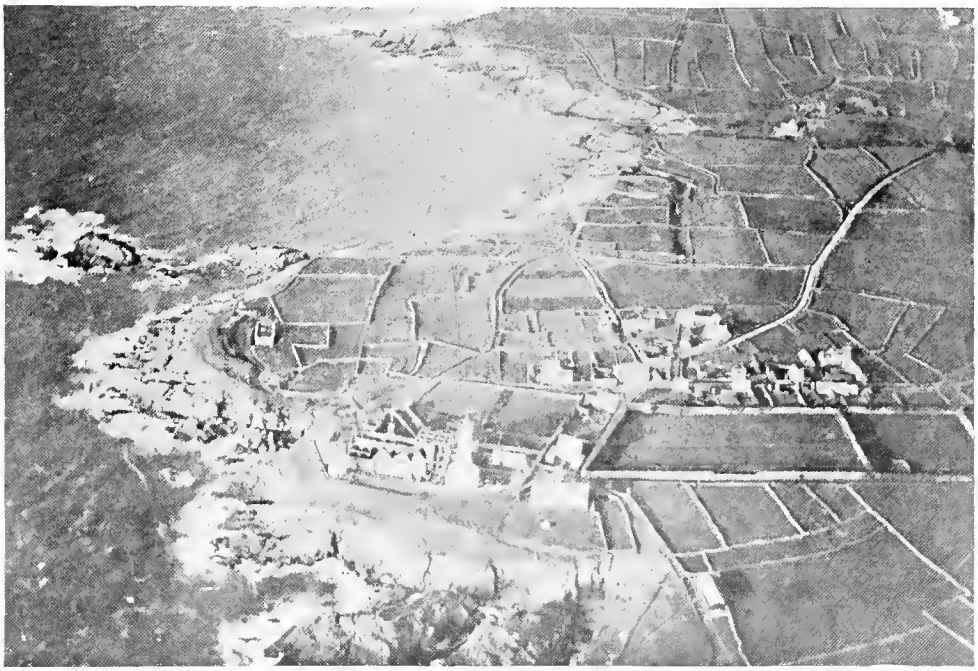

THE POINT ST. MATHIEU, FRANCE
Taken from a Plane on the Way to Sea at 700 Feet

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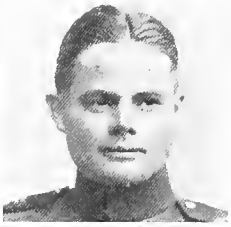

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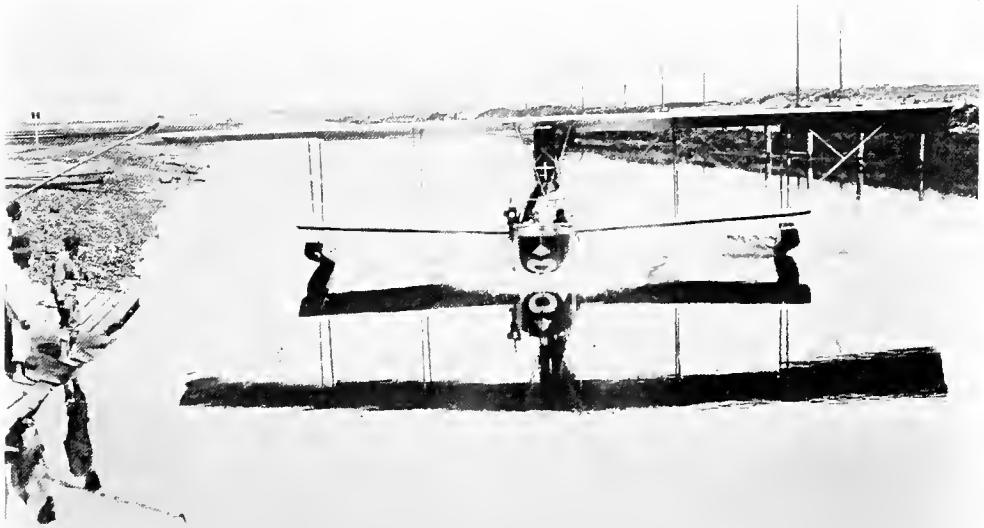

(C) Comm. Inf. Bu.

ITALIAN SEAPLANE AT PORTO CORSINI

Real Piloting Is Required to Navigate This 70-Foot Channel

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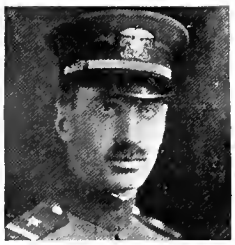

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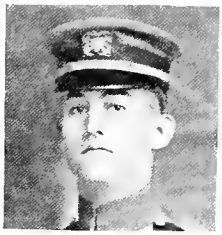

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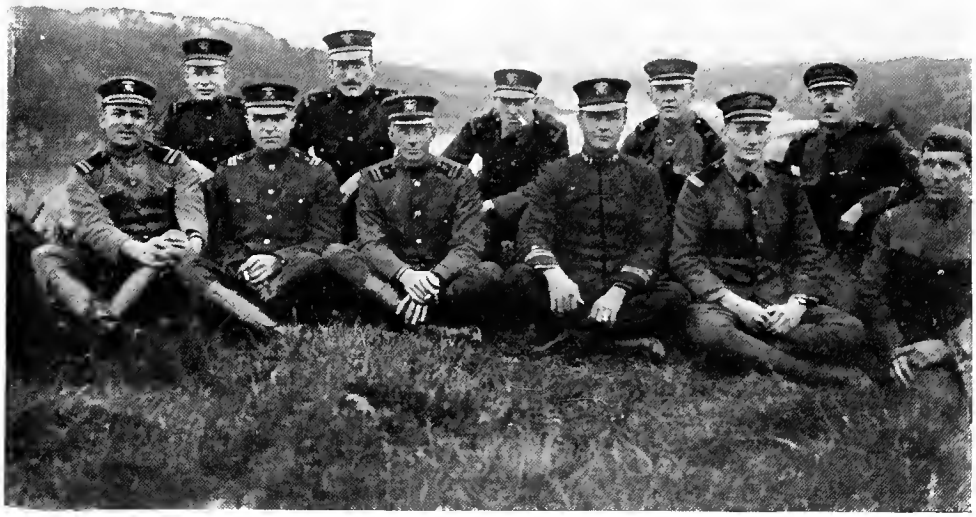
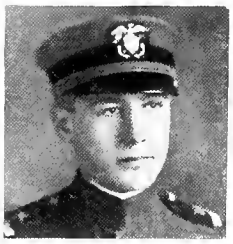


A Group of Officers at Tre3uier, France



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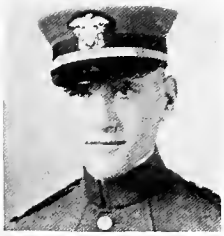

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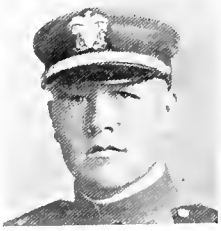

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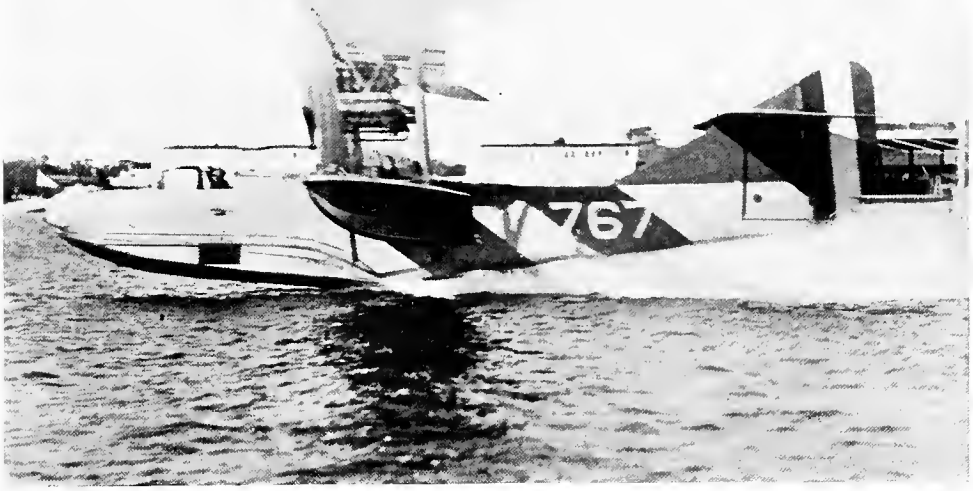

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I'm Scared of It All

I'm scared of it all, God's truth so I am:
It's too big and brutal for me.
My nerve's on the raw and I don't give a damn
For all the sixteens that I see.
I'm lost in the cockpit; the wings are too wide;
The bubble goes slopping about;
Oh I want to go back to the N-9's again—
I wish to hell I was out.

I'd rather go back to my Old Gyrene,
To the F-boats that ride on the foam,
Or even to Sanfley with chaos supreme,
Than to have them carry me home.
My brain is packed full of mysterious gloom,
My eyeballs are glazed and aglare;
This sixteen is deadfalled with danger and doom,
It never was meant for the air.

I watch the wan faces under the dash;
All kinds of queer antics I see,
And each one of them is expecting to crash,
And none has a kind thought for me;
Just jaded and panting like fogs in a pack,
Each one contemplating his fate.
Oh, God, but I'm lonesome—I wish I was back
On the beach before it's too late.

My knees knock together; I'm full of unrest;
I cringe—I'm so weak and so small;
I can't get my bearings, I'm crushed and oppressed
With the haste and the waste of it all.
The turns and the spirals—one motor is cut,
And fear in the faces I see.
We've come down for a landing—successfully, but-
It's all blooming torture to me.

I feel its all wrong but I can't tell you why—
The bumps are doing their very best,
Still N-9's and ones are all hogging the sky—
I wish I was back at Key West!
I'm scared of it all; from afar I can hear
The trumpet of Gabriel's call.
We're nothing but men with a little veneer;
Terra firma is best after all.

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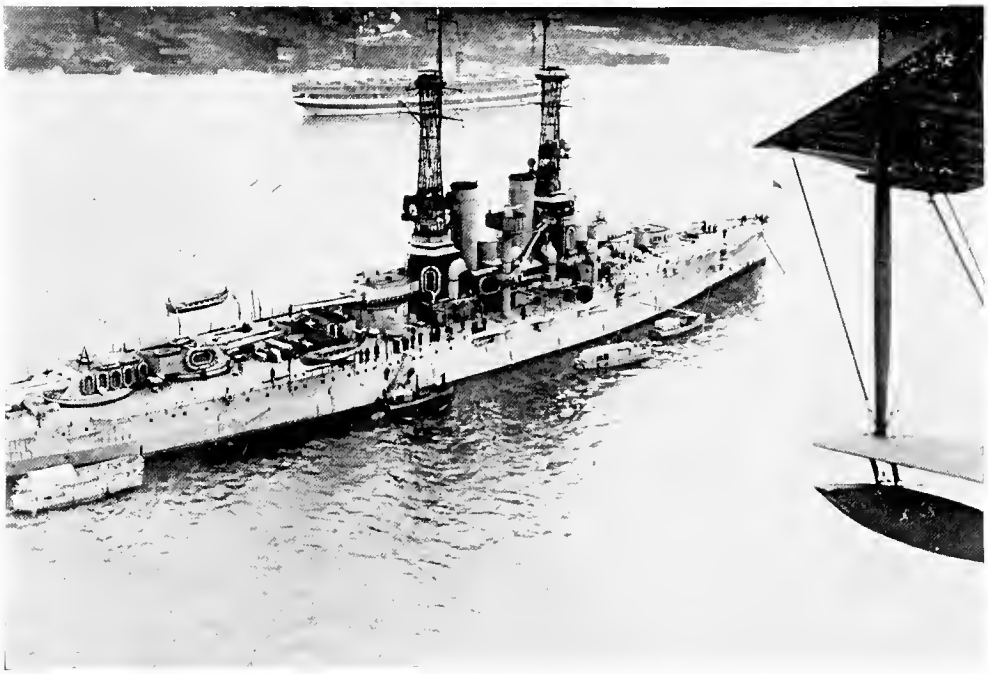

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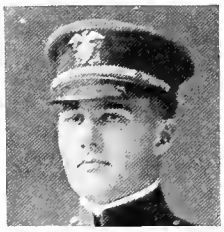

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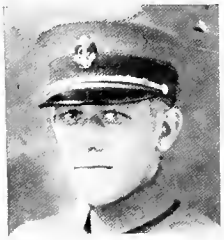

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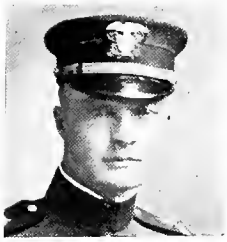

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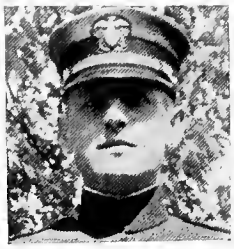

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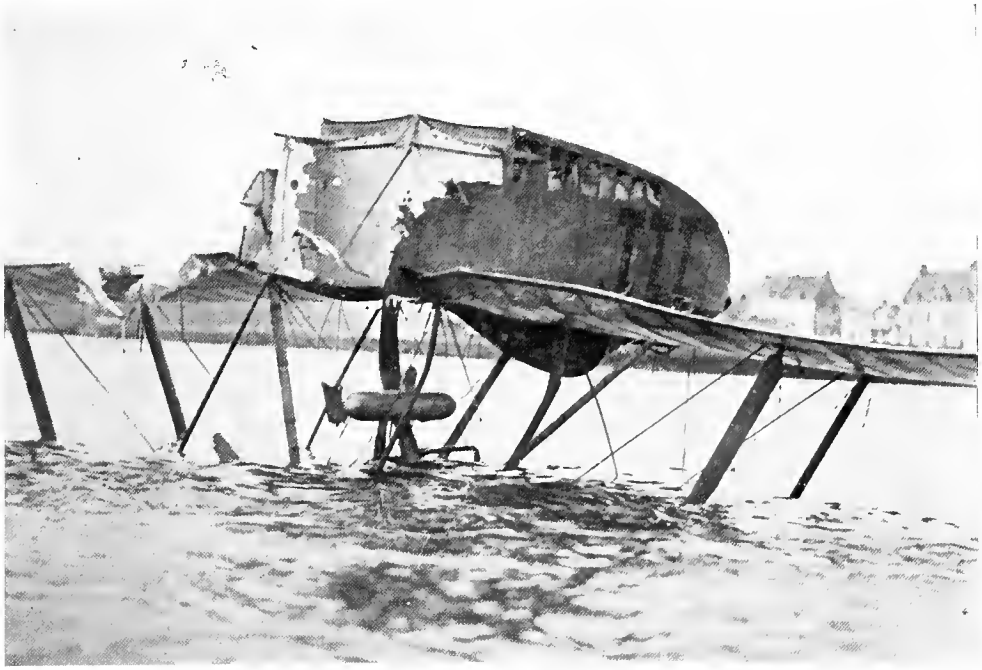

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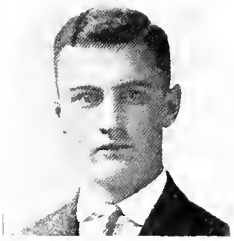

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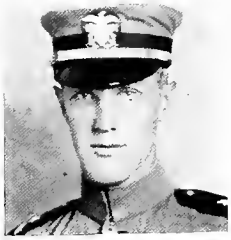

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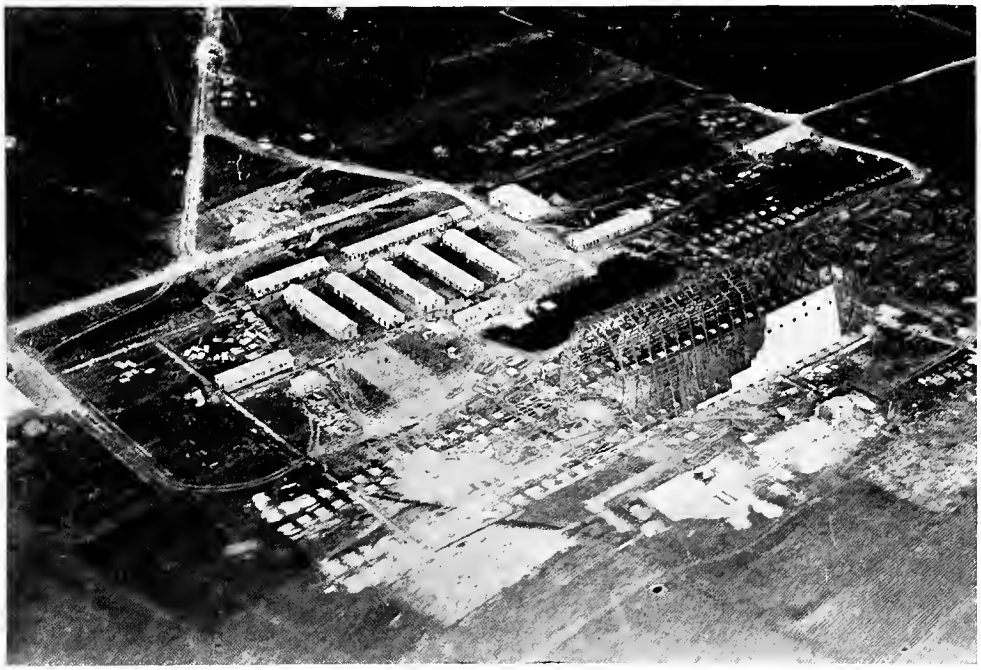

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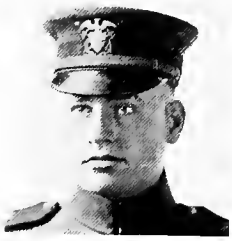

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ITALIAN MOTHER SHIP "EUROPA" AT VALONA

Showing Four Seaplones Hanging from Davits

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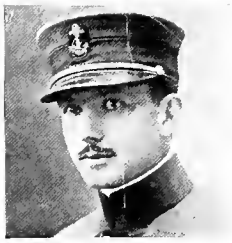

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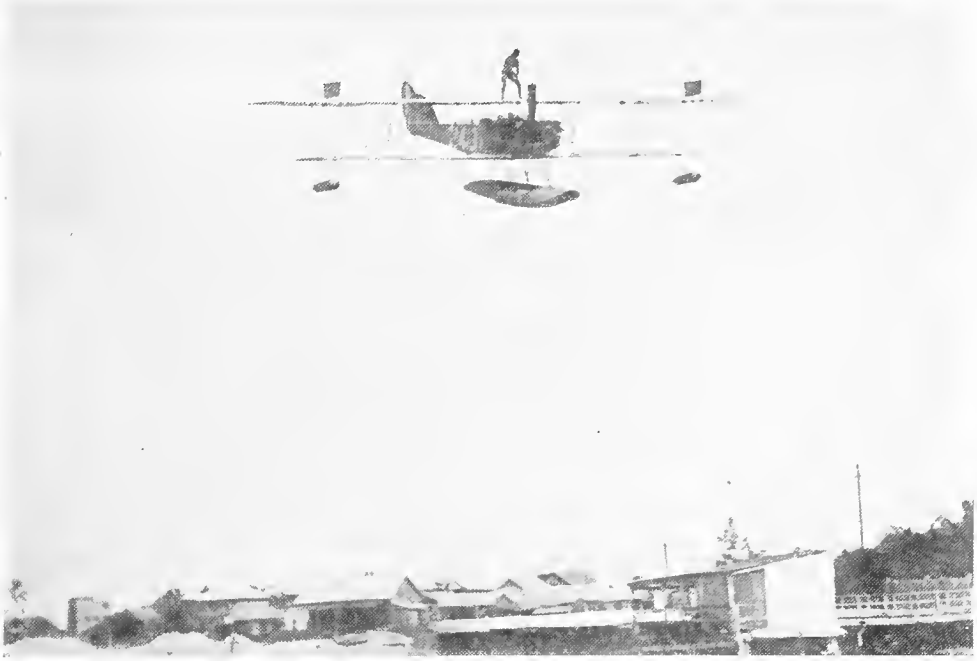

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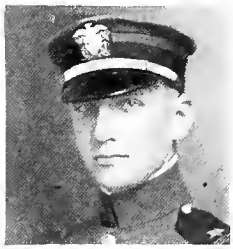

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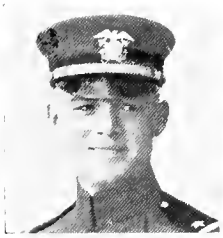

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WRECKED NC-1 AT ROCKAWAY BEACH, LONG ISLAND
Occurred Before the Start of the Trans-Atlantic Flight

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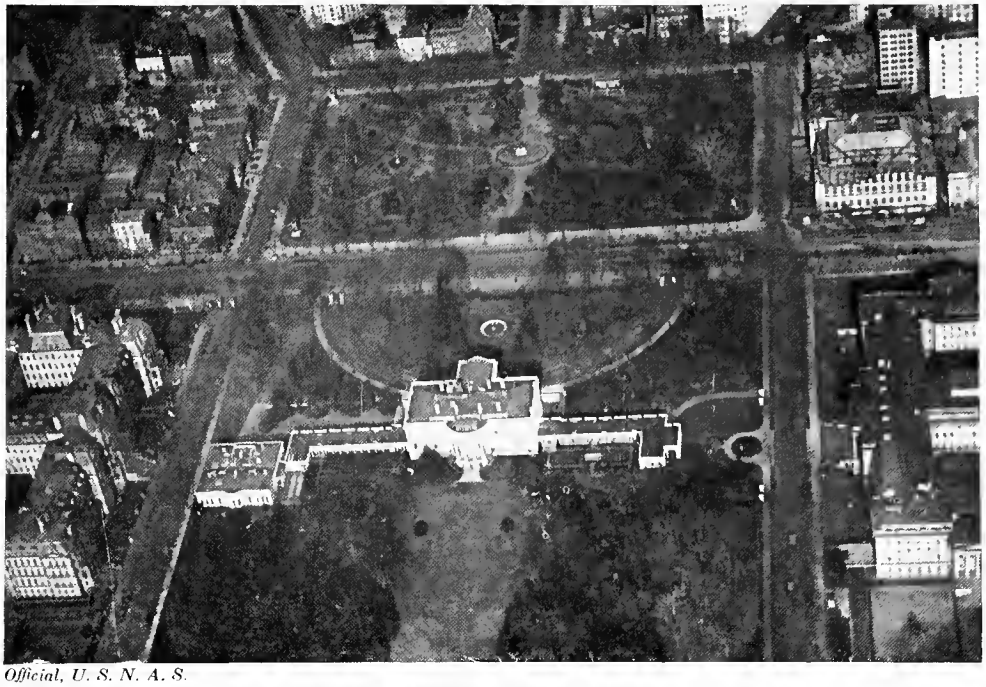

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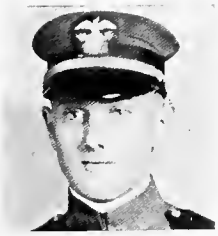

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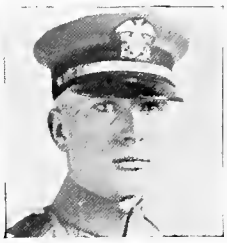

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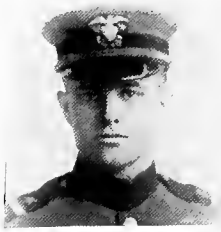

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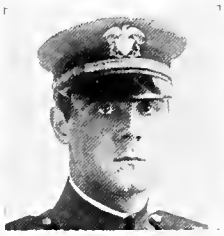

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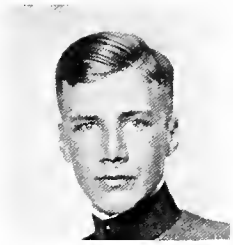

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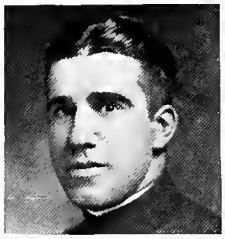

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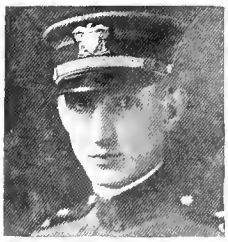

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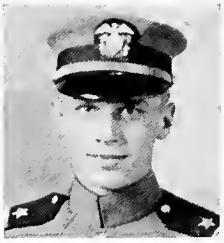

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◈ ◈ ◈ ◈ ◈ ◈

And I Learned About Flying from Her

I've taken my hops where I've found 'em;
  I've looped and I've spun in my time;
I've 'ad my pickin's o' seaplanes,
  An' some o' the lot was prime.
One was an outcast F-boat,
  One was a dizzy N-9,
Oh, the "twelves" and "sixteens" I still see in my dreams,
  And the Gyrenes that ever were mine.

Now I'm not a 'and with F-boats,
  For, takin' 'em all along,
You never can say till you've tried 'em,
  An' then you are like to be wrong.
There is some that you know that you mightn't,
  There is some that you know that you might;
And you'll often get stunts when you're flyin' your bunks,
  That will help you in tea-table flights!

I was a young man at Miami,
  Keen as a boy to begin;
They gave me a rusty ole flivver,
  The first I had ever been in.
Older than me, but my first 'un,—
  More like an alarm clock she were,—
But she slipped in one night when I spiralled too tight.
  An' I learned about flyin' from her.

Then I was transferred to Suiza's,
  (Else I'd be taxi-in' now),
I was proud as a newly-made Ensign,
  And I told 'em I'd show 'em all how.
I soared up over the islands
  And down where the coral keys were,
And I kept out o' harm near the ole turtle farm—
  And I learned about flyin' from her.

Oh, I've taken my hops where I've found 'em,
  And now I'm through with the fun;
The more time you've got in "sixteens,"
  The more you will think of the "one's."
And the end of its sittin' an' thinkin',
  An' dreamin' more flyin' to see;
So be warned by my lot (which I know you will not),
  An' learn about flyin' from me.

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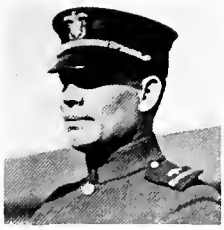

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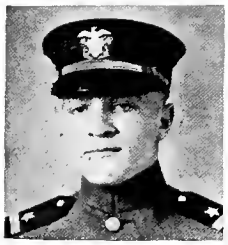

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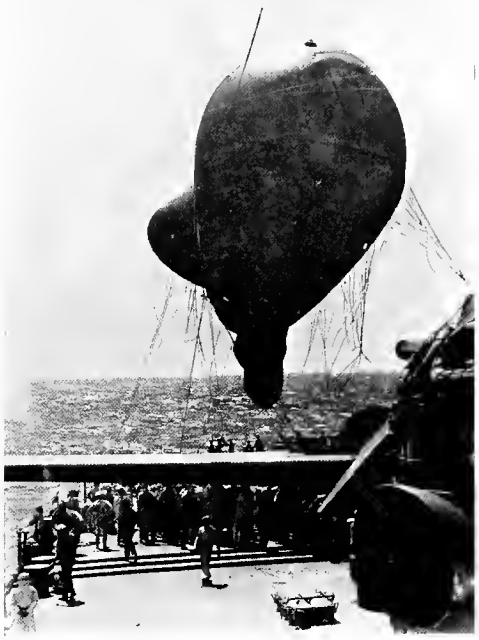

Maneuvers at Guantanamo Bay

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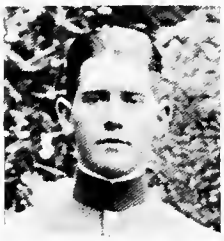

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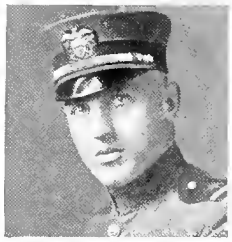

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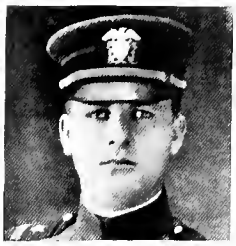

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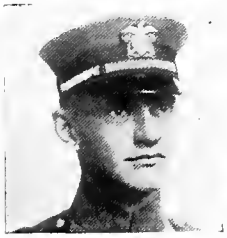

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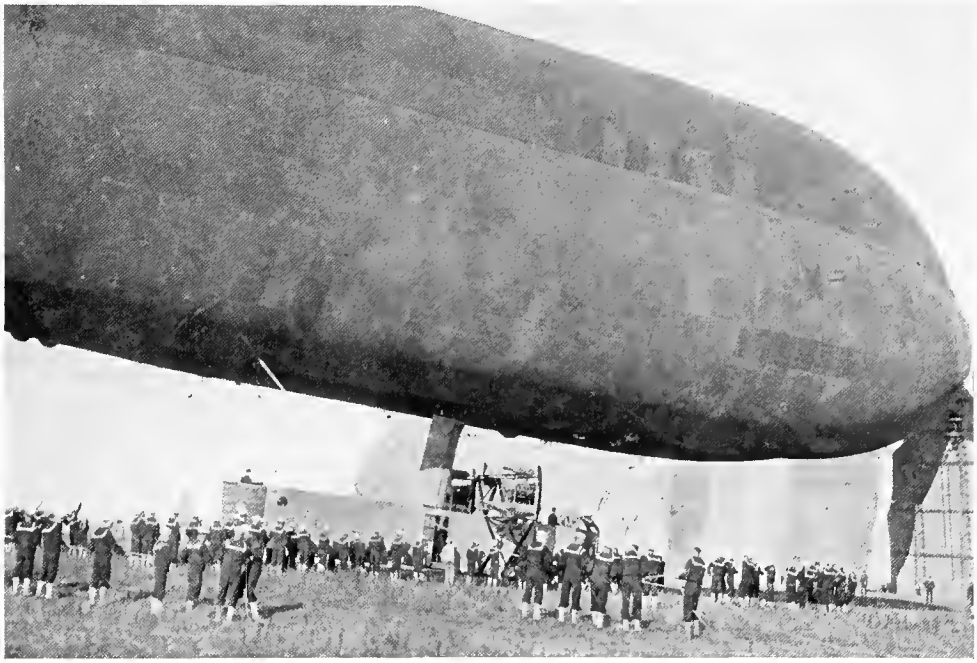

TAKING OUT THE DIRIGIBLE AT PAIMBOEUF, FRANCE, TO GIVE ASSISTANT SECRETARY OF THE NAVY ROOSEVELT A RIDE

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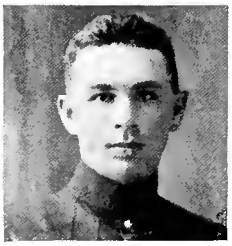

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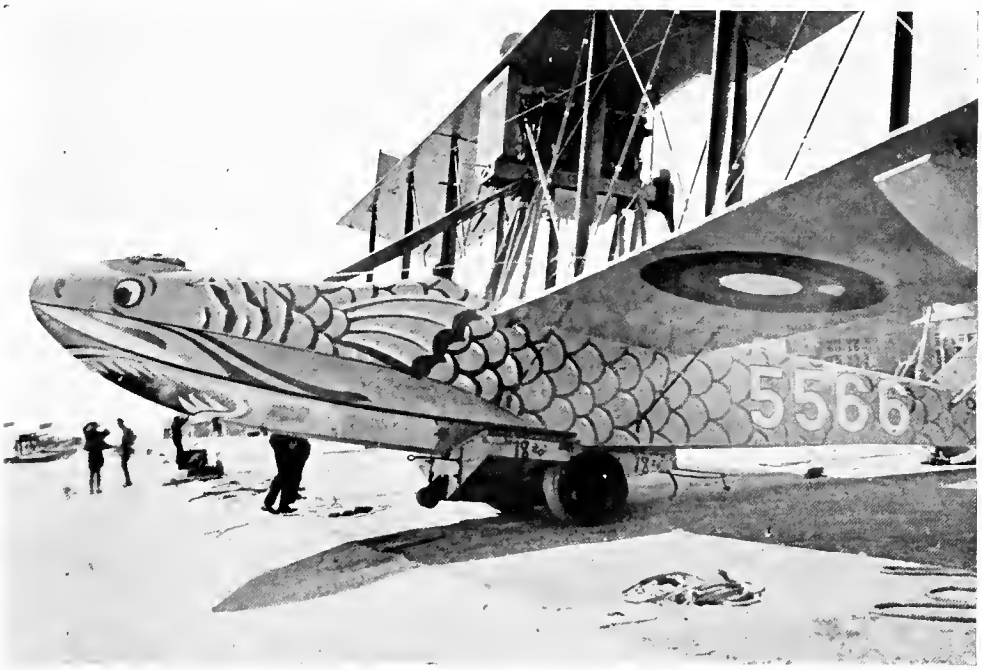

THE FLYING FISH
Decorated for Regatta at Miami, February, 1919

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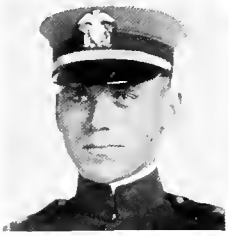

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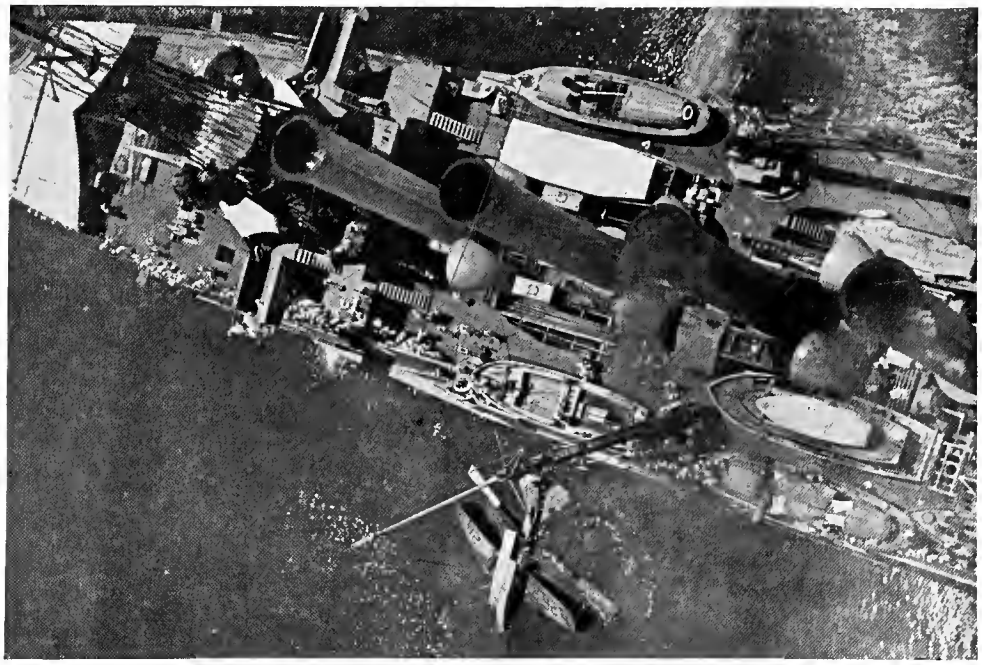

U. S. S. Seattle Picking up Wrecked R-6 in the Gulf of Mexico

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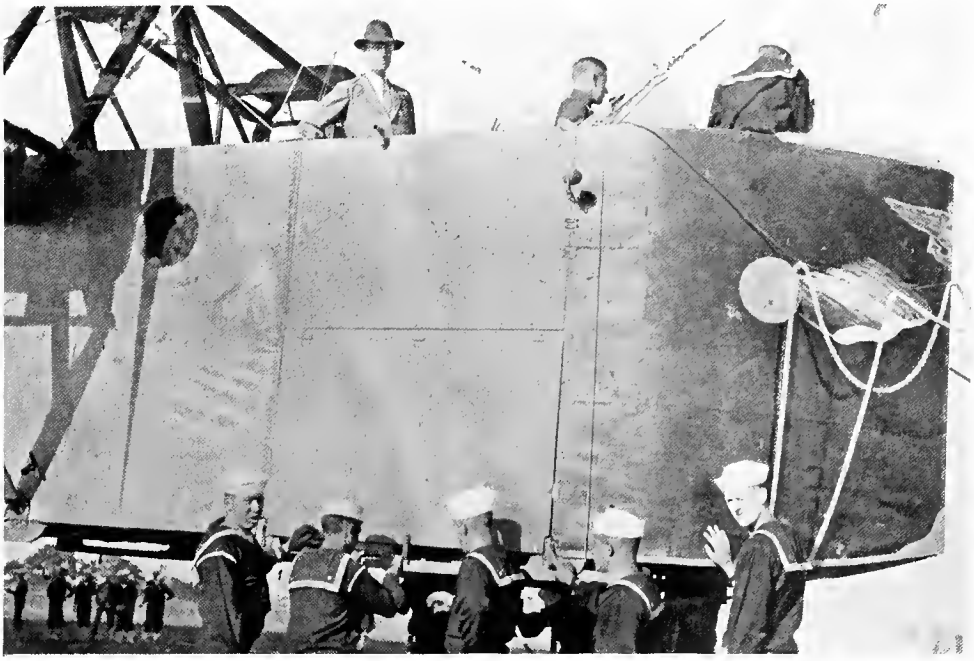

ALL READY TO LET GO
Assistant Secretary of the Navy Roosevelt in the Car

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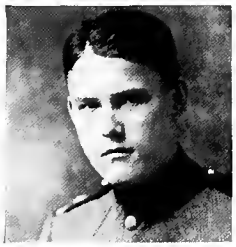

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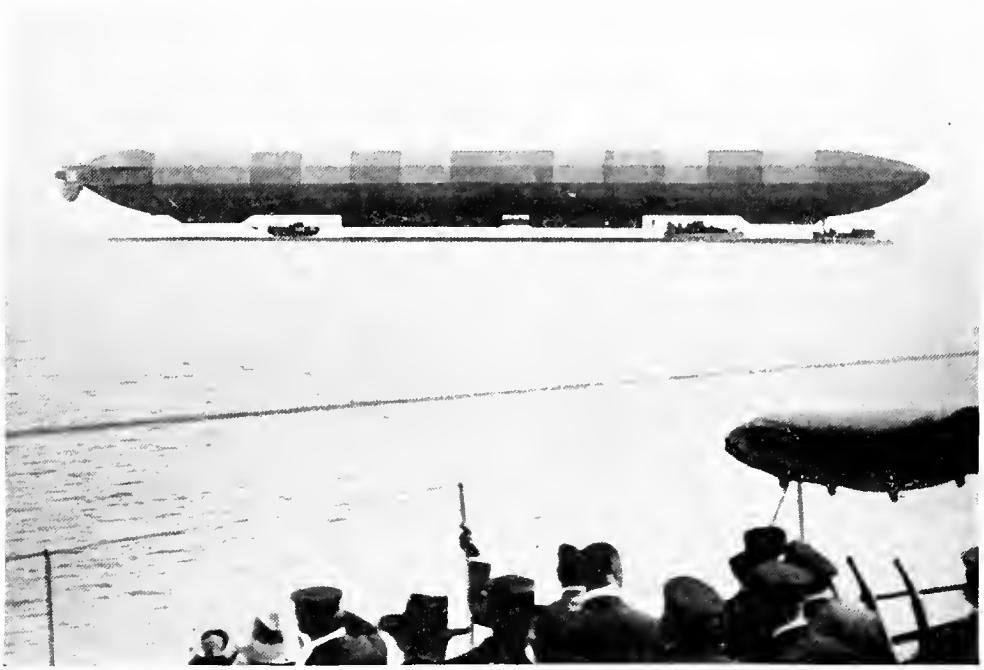

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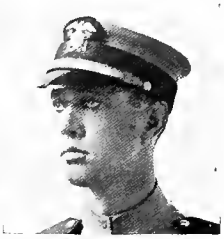

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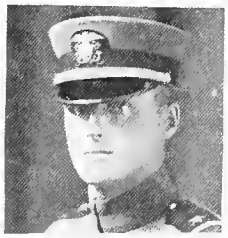

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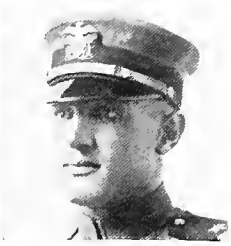

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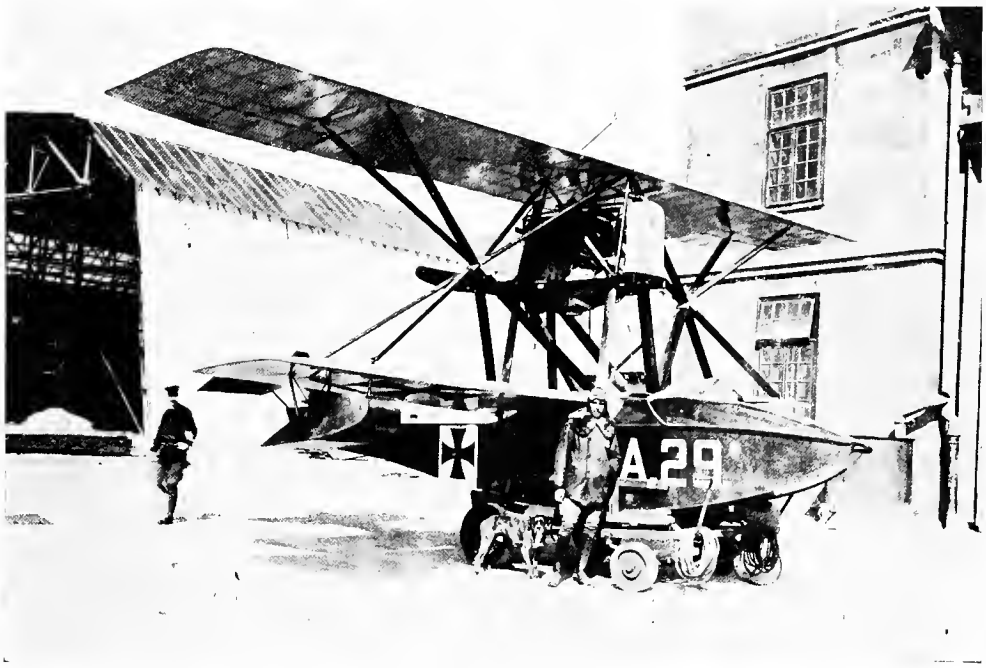

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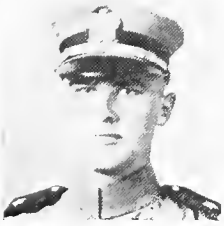

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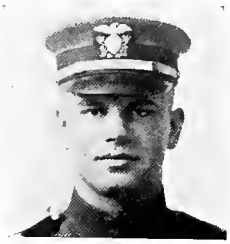

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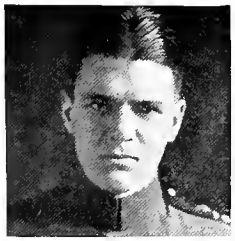

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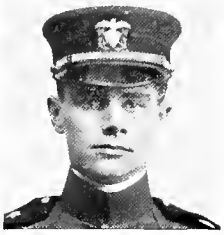

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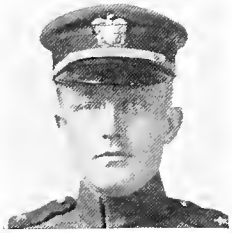

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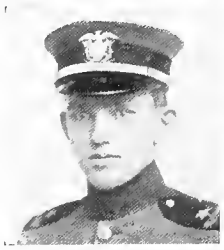

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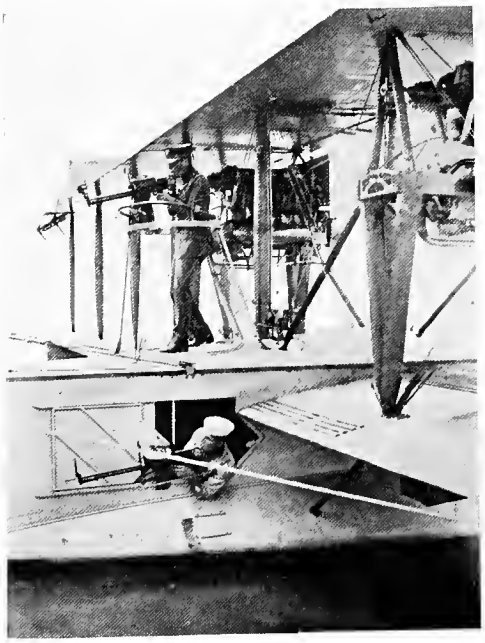

Lewis Machine Guns Mounted on an H-16.

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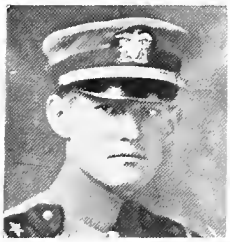

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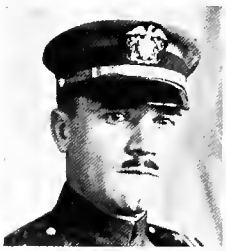

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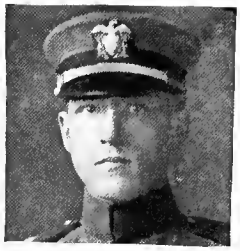

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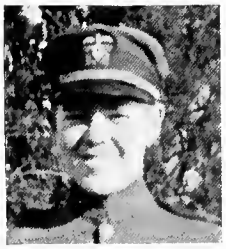

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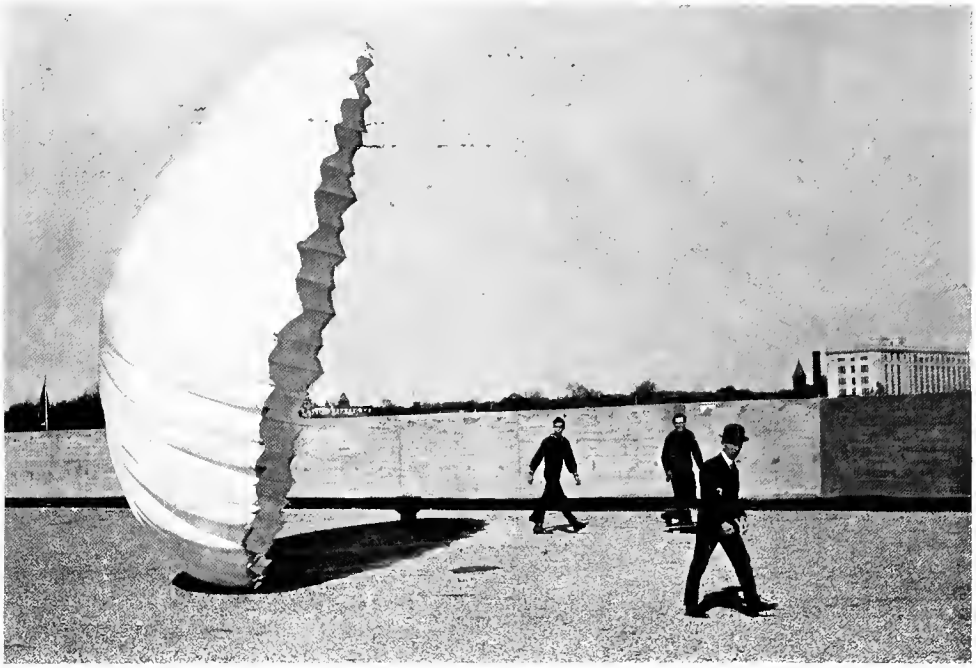

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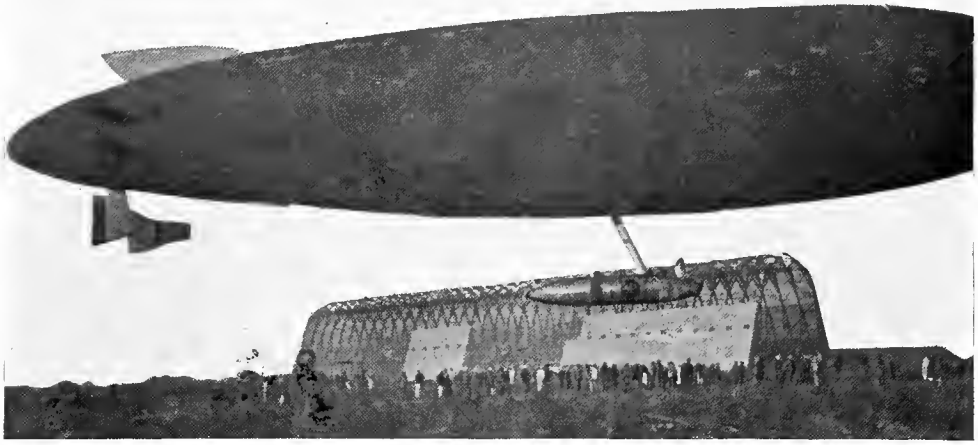

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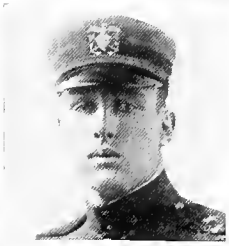

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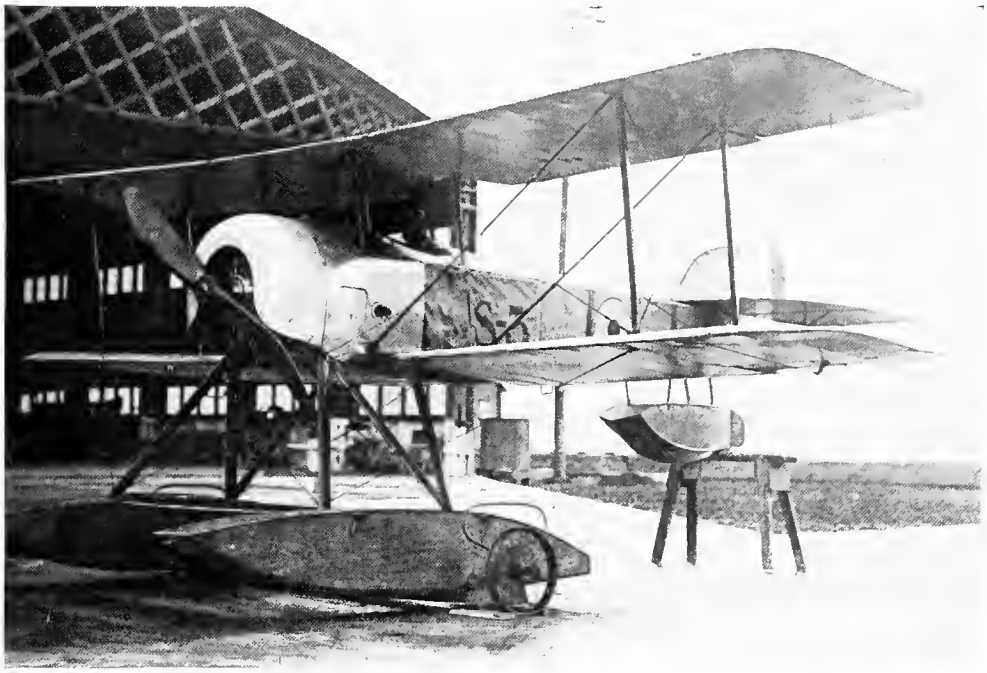

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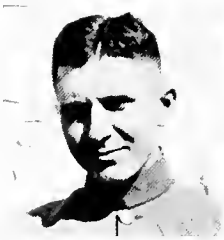

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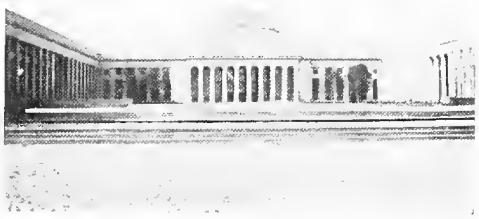

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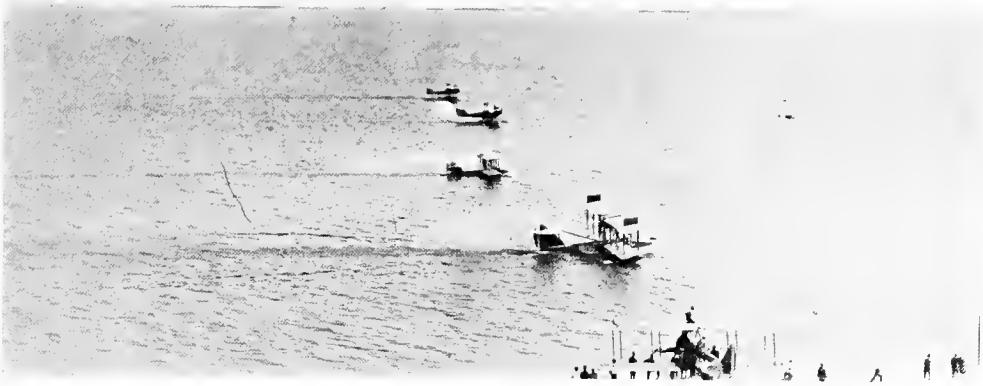

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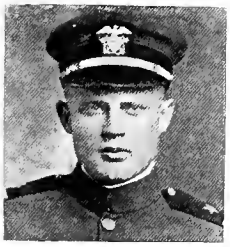

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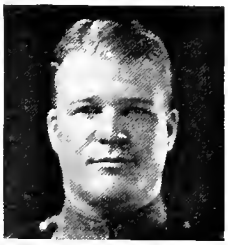

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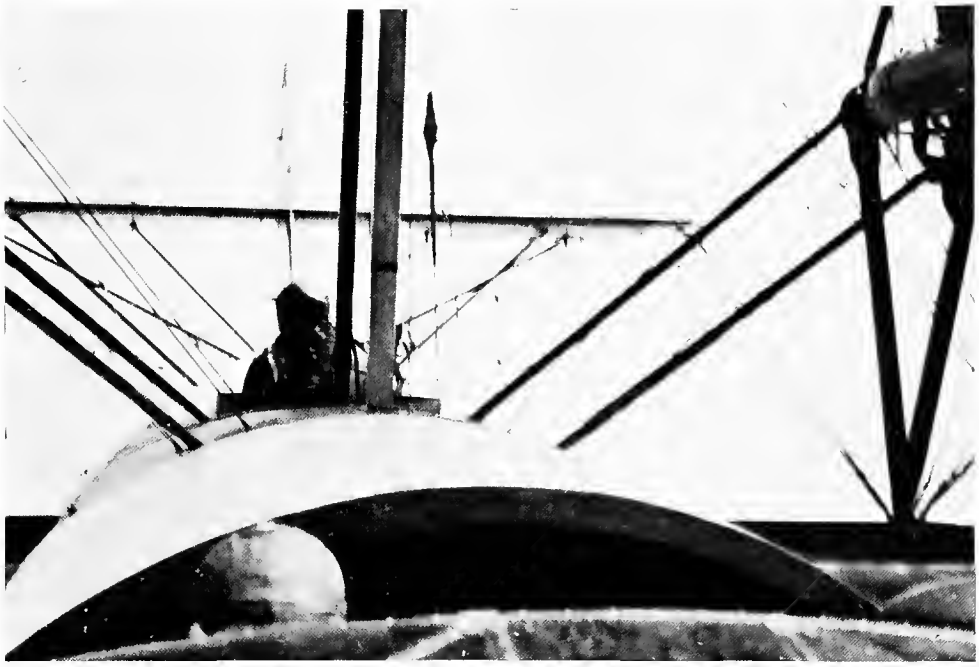

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Creation of Pensacola

When the Lord was designing creation,
And laying out oceans and lands,
With never a moment's laxation,
Not even to spit in His hands—

As anyone will in a hurry
He let things go by now and then,
In all the excitement and worry,
That He should have done over again.

So rather than muss up the outfit,
He saved every blunder and blob,
And laid them away in the corner,
To use at the end of the job.

On the sixth afternoon of the contract—
His time would expire that day—
He boiled out the dregs of creation,
And shoveled the litter away.

He gathered the wreckage and tilling,
The scum and the sewerage and sump,
And He built on the shores of the Gulf Stream
The great International Dump.

He rushed things then in a hurry,
And because of the rush He was in,
He named this place "Pensacola,"
And "Pensacola" it always has been.

Then feeling sarcastic and gloomy,
Because it was Saturday night,
He picked out the nastiest corner,
And named it "San Carlos" for spite.

It is there that they do things backward,
And the sand does not dry between rains,
Where money and high prices are plenty,
And thievery better than brains.

It's the home of the Greek and the slacker
The buzzard and mud-colored crows,
My strongest impression of Pensacola
Got into my head through my nose.

It's the land of the infernal odor
The town of the national smell,
The average American sailor
Would rather be quartered in hell.

So it's back to the north for yours truly—
Though I'm not wishing anyone ill—
Pensacola can hang for all I care,
And really I hope that she will.

Yes, it's back to the north for yours truly,
A sadder but wiser chap,
The Lord played a joke on all mankind
When He put Pensacola on the map.

In all fairness to Pensacola we will have to say that this poem is probably the result of a "morning after" pessimism and does not do justice to the city or its people.—Editor.

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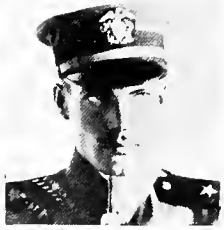

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TUNING UP A MACCHI CHASSE AT PORTO CORSINI, ITALY
Showing the Extreme Narrowness of the Canal, Approximately 70 Feet Wide

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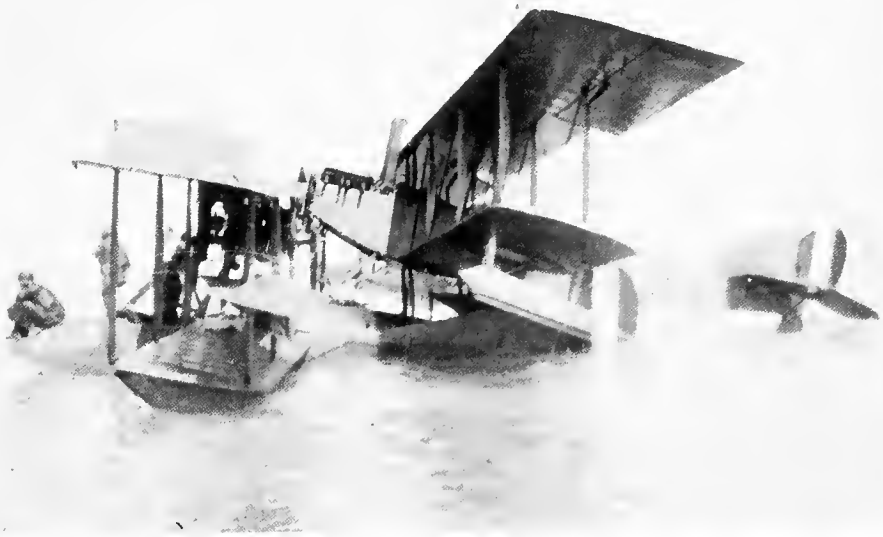

N-9 Picking on An F Boat at Key West

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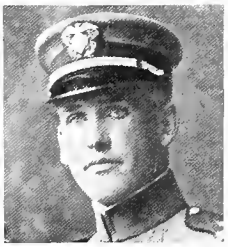

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GALLAUDET SEAPLANE
Showing Propeller Construction Peculiar to This Type of Plane

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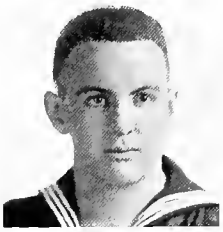

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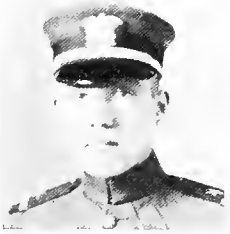

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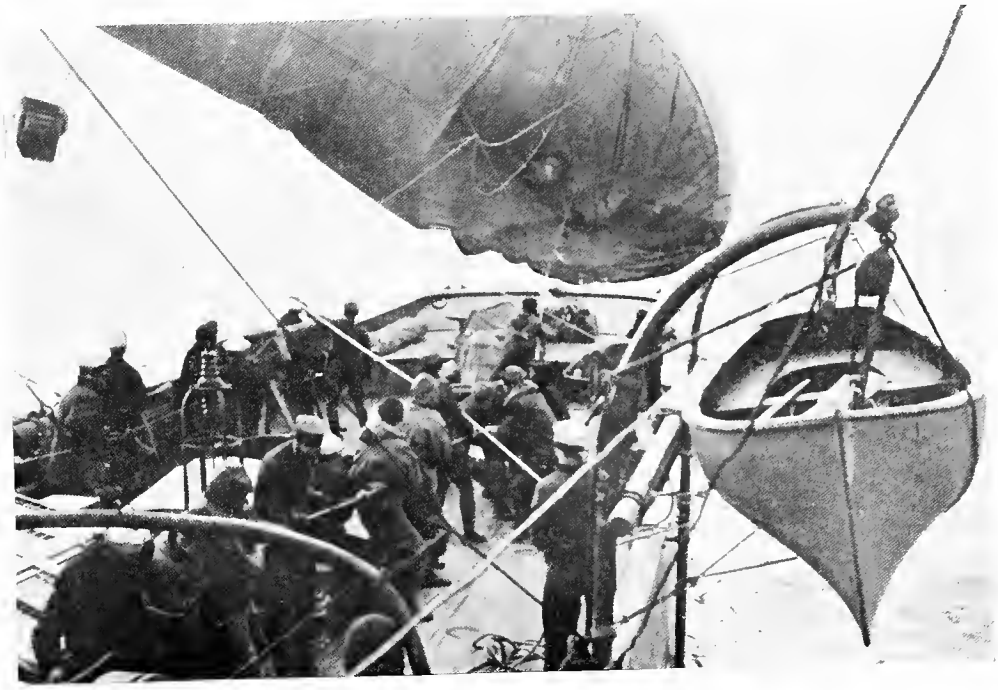

PULLING DOWN A KITE BALLOON AT SEA

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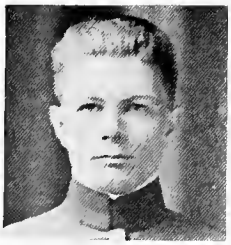

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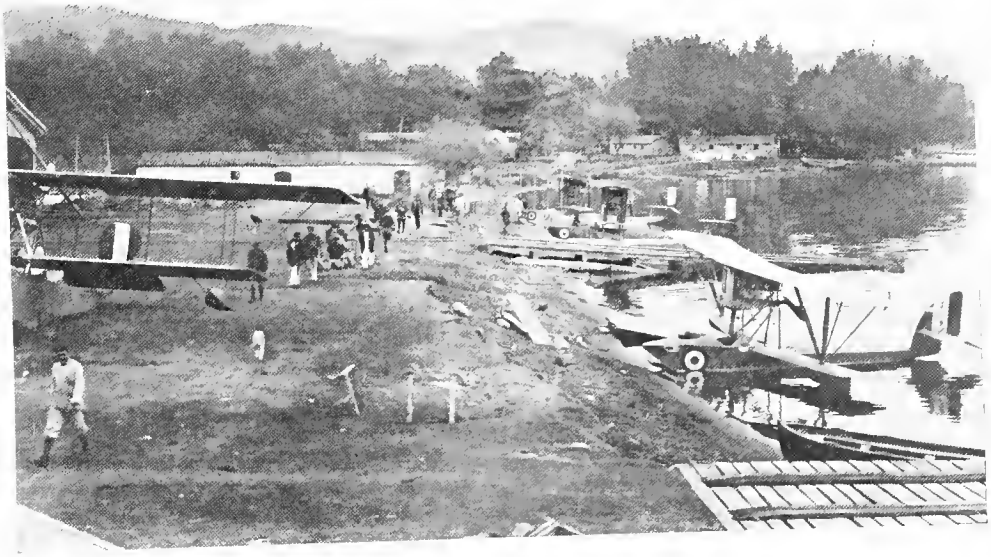

Italian Section of Hangars at Lake Bolsena, Italy
Showing Macchi Chasse Planes in Water

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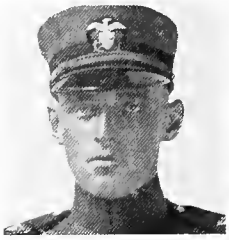

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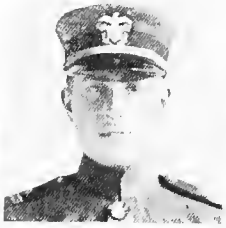

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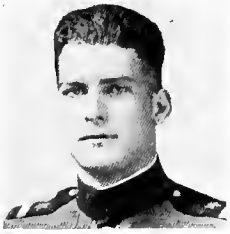

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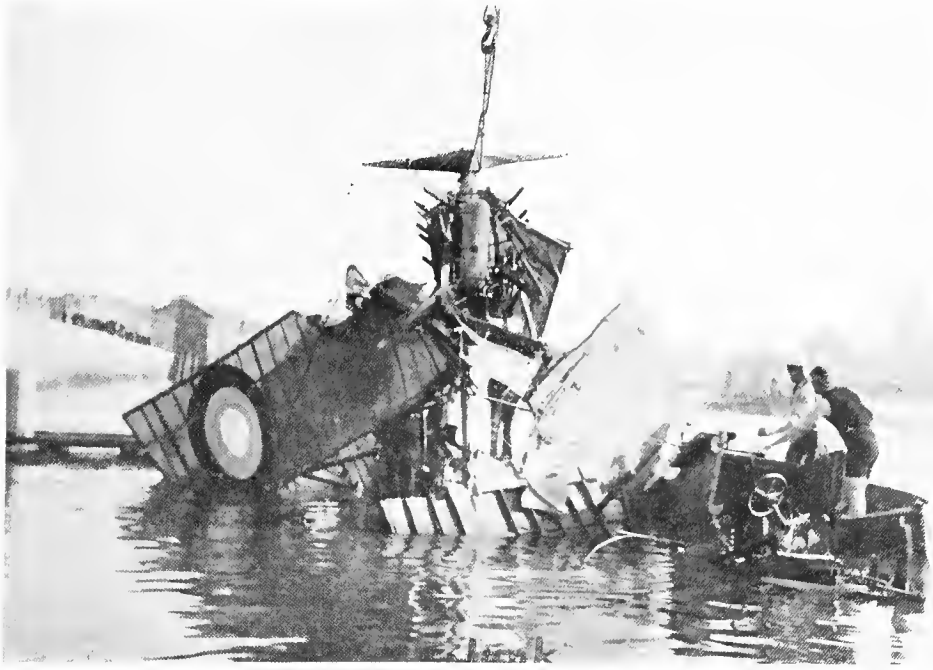

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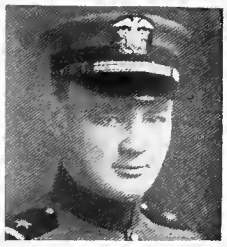

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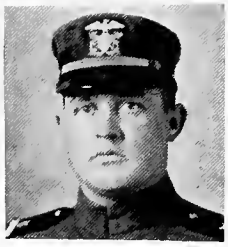

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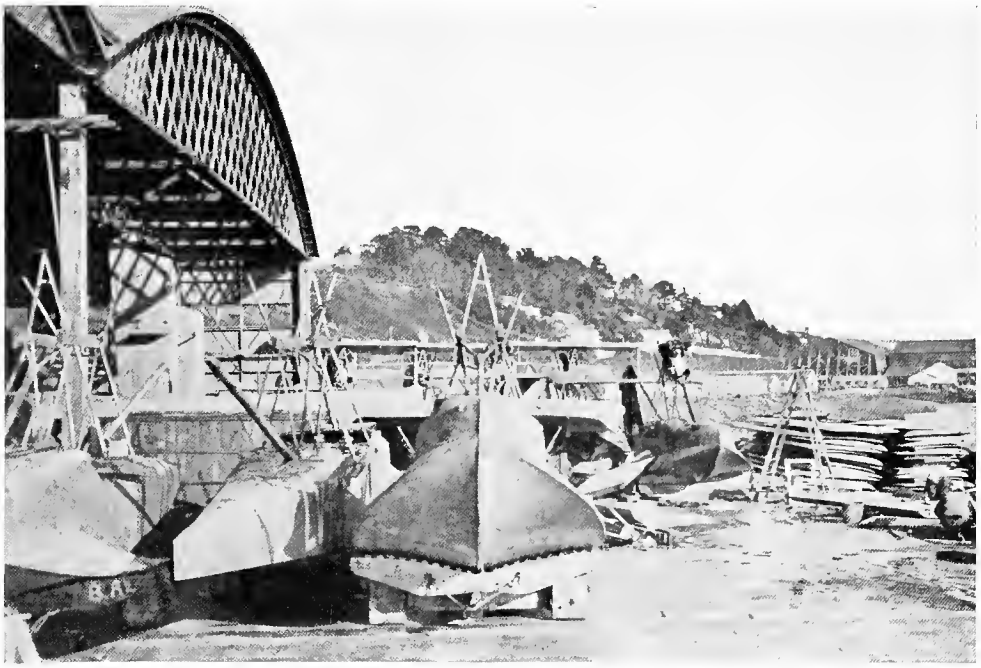

THE END OF A PERFECT WAR
Tearing Down the HS-1's after the Armistice

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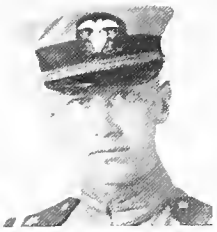

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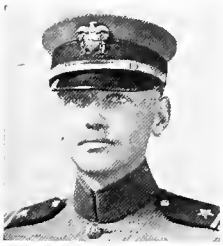

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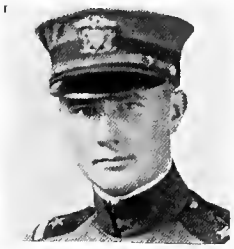

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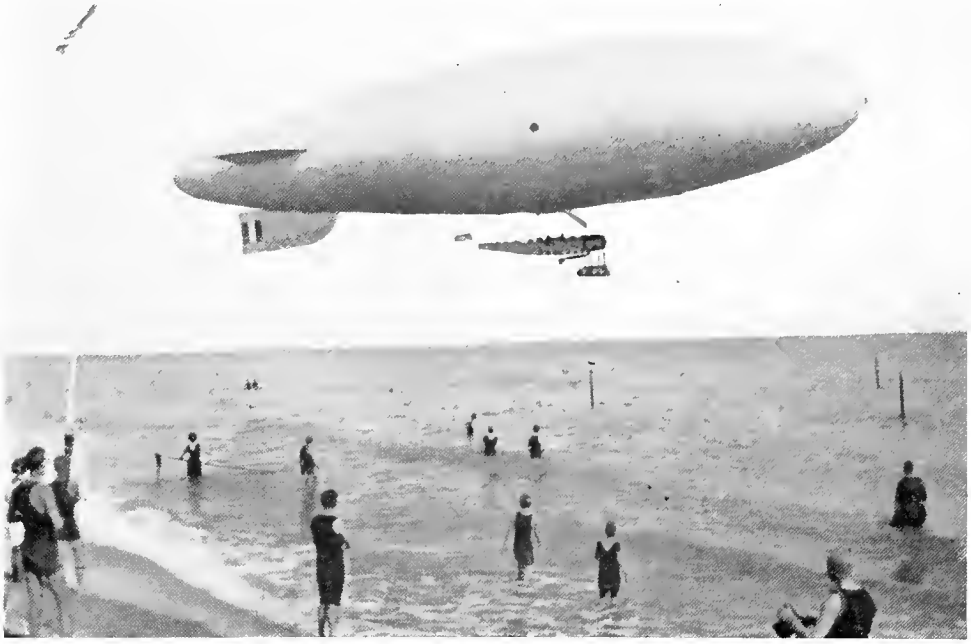
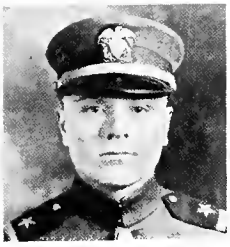


A Sunday Morning Hop at Miami.



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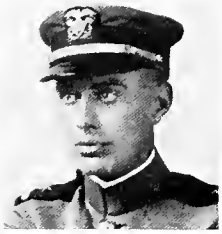

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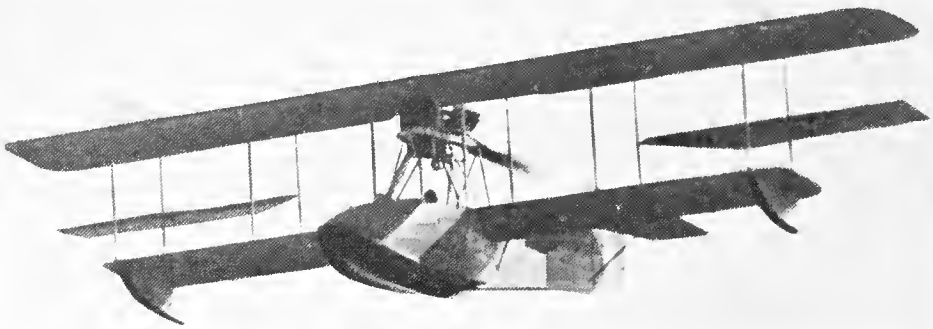

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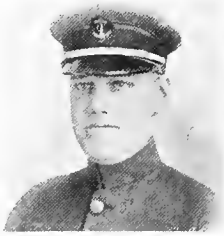

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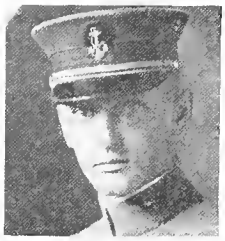

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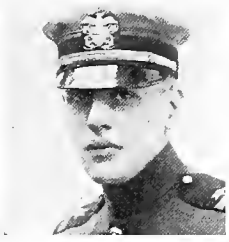

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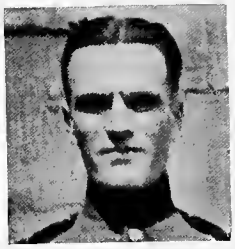

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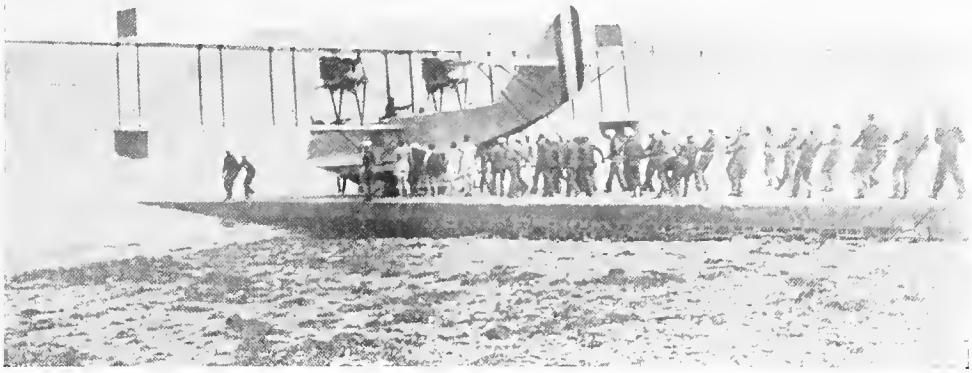

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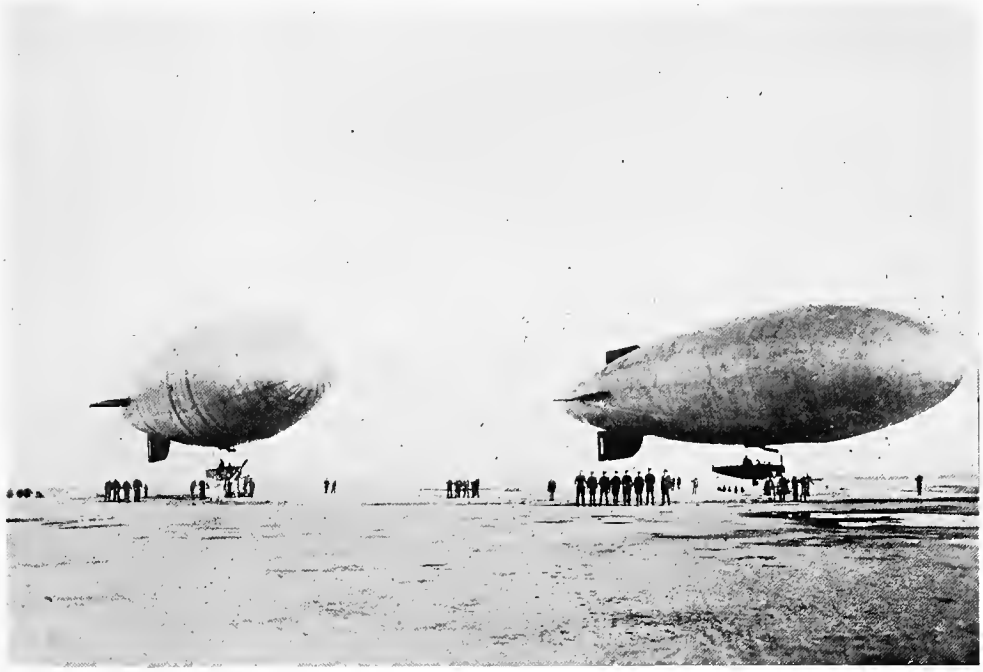

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◈ ◈ ◈ ◈ ◈ ◈

To the men who were qualified early in the history of Naval Aviation, the list given below will be of particular interest as it shows the order in which the first 250 men were designated as Naval Aviators. Up to the present time the Navy has trained and so designated over 2,700 naval fliers.

No.	*Name*
1.	Ellyson, T. G.
2.	Rogers, J.
3.	Towers, J. H.
4.	Herbster, D. D.
5.	Cunningham, A. A..
6.	Smith, B. L.
7.	Chevalier, G. deC.
8.	Bellinger, P. N. L.
9.	Billingsley, W. D.
10.	Murray, J. N.
11.	Mustin, H. C.
12.	McIlvaine, W. M.
13.	Richarhson, H. C.
16.	Whiting, K.
17.	Maxfield, L. H.
18.	McDonnell, E. O
19.	Capehart, W.
20.	Spencer, E. W.
21.	Bartlett, H. T.
22.	Murray, G.
23.	Corry, W. M.
24.	Read, A. C.
25.	Johnson, E. F.
26.	Evans, F. J.
27.	Pannack, B. R.
28.	Scofield, H. W.
29.	Childs, W. G.
30.	Dicman, G. C.
31.	Young, R. T.
32.	Gillespie, G. S.
33.	Mitscher, M. A.
34.	Strickland, G. B.
35.	Montfort, J. O. C.
36.	Cabaniss, R. W.
37.	Chase, N. B.
38.	Stone, E. F.
39.	McKitterick, E. H.
40.	Leighton, B. G.
41.	Griffin, V. C.
42.	Cecil, H. B. R.
43.	Sugden, C. E.
44.	Bressman, A. A.
45.	Ramsey, D. W. C
46.	Hall, G. T.
47.	Peyton, P. J.
48.	Kirkpatrick, R. D
49.	Geiger, B. S.
50.	Bonner, W. D.
51.	Murphy, T. H.
52.	Mason, C. P.
52½.	Salsman, J.
53.	Simpson, Jr., F.
54.	Donahue, R.
55.	Brewster, D. L. S.
55½.	Sunderman, J. T.
56.	Barin, L. T.
57.	Parker, S. V
58.	Masek, W.
59.	Coffin, E. A
60.	Eaton, P. P.
61.	Enos, G.
62.	Varini, F.
63.	Hawkins, C. A.
64.	Ruttan. C. E.
65.	Gates, A. L.
65½.	Brown, L. W.
66.	Lovett, R. A.
67.	Ames, A. W.
68.	Gould, E. C. B.
70.	Kilmer, O. P.
71.	Talbot, P.
72.	Davison, H. P.
73.	Vorys, J. M.
74.	McLeish, K.
75.	Reach, C. F.
76.	Farwell, J. V.
78.	Read, R. B.
79.	Brush, G. M.
80.	James, O. B.
81.	Rockefeller, W. A.
82.	McIlwaine, A. G.
84.	Ireland, R. L.
85.	Ingalls, D. S.
86.	Walker, S. S.
87.	Smith, K. R.
88.	Lynch, F. B. V.
89	Lawrence, G. F.
89½.	Merrill, N. E.
90.	McLaughlin, G.
91.	McGrary, F. B.
92.	Coombe, R. G.
93.	Landon, H. H.
94.	Culbert, E. P.
95.	Felter, A.
95a.	Fitz Simon, R.
95b.	Pichon, C. F.
95c.	Zar. M. A.
96.	Coil, E. W.
96½.	Chamberlin, E. G.
97.	Strader, R. M. N.
98.	Talbot, A. B
99.	Whitehouse, W. B.
100.	Crompton, G
101.	Hamlen, W. L.
102.	Little, C. G.
103.	Brewer, A. D.
104.	Delano, M. P.
105.	Lansdowne, Z.
106.	Bell, G. W.
107.	Chadwick, N.
108.	Ditman, A. J.
109.	Donnelly, T.
110.	Carter, R. C.
111.	Stone, G. W.
110½.	Allen, G. L.
112.	Atwater, W. B.
113.	Fallon, N
114.	Williams, A. S.
115.	Dietrich, A. F.
116.	Palmer, C. D.
117.	Murray, C. D.
118.	Taylor, M.
119.	Townshend, R. S.
120.	Walton, W. W.
121.	Depew, G. G.
122.	Goodyear, F.
123.	Hutchins, Hurd.
124.	Schieffelin, J. J.
125.	Rodman, T. C.
126.	Smith, E. T.
127.	Otis, T. S.
128.	Hawkins, A. W.
129.	Lufkin, C.
130.	Potter, S.
131.	Fuller, P. S.
132.	Gernea, E. de
133.	Ott, G. A.
134.	Geary, J. W.
134½.	Wetheral, R. W.
135.	Hinton, W.
136.	Willcox, W.
137.	Lee, B. L.
138.	Stone, E. A.
139.	Fuller, C. F.
141.	Stocker, R. M.
142.	Foster, J. C.
143.	Allen, F. S.
144.	Amory, F. I.
145.	Read, D. H.
146.	Goldthwaite, D. R.
147.	McCann, R. H.
148.	Wright, A. H.
149.	Swift, H.
150.	Butler, S. M.
151.	Gordon, H. B.
152.	Zunino, F. A.
153.	Shea, E. L
154.	Forrestall, J. V.
155.	Brackenridge, G.
156.	Gibson, H. F.
157.	Mudge, W.
158.	Clarkson, W.
159.	McCoid, P. H.
160.	Halstead, A. H.
161.	Randolph, R. D.
162.	Matter, R.
163.	Warburton, W. J
163½.	Peterson, H. A.
164.	Rutherford, J. M.
165.	Laughlin, G. M.
166.	Evans, G. B.
167.	Johnson, A. R.
168.	McCulloch, D. H.
169.	Pierce, T. J. H.
171.	Shaw, G. W.
172.	Peck, L. S.
173.	Humphreys, W. V.
174.	Berger, F. G. B.
175.	Boyd, T. P.
175½.	Alexander, W. H.
176.	White, B. C.
177.	Coddington, D. H.
178.	Kerr, R. H.
179.	Whitted, J. A.
180.	Haskell, A.
181.	Hyde, R. N.
182.	Keyes, K. R.
183.	Warren, A. K.
184.	Eaton, J. A.
185.	Peterson, W. L.
186.	Stanley, H. T.
187.	Remey, J T.
188.	Palmedo, R.
189.	Forbes, D. P.
190.	Allen, F. G.
191.	Baker, C. S.
192.	Greenough, C. W.
193.	Ames, C. B.
194.	Hofer, M. A.
195.	Ives. P. F.
197.	Brewer, E. S.
198.	Dumas, G. D.
199.	McNamara, J. F.
200.	Rowen, H. J.
201.	Compo, G. L.
202.	Perrin, J.
203.	Hutchinson, L. B.
204.	MacCaulay, D. M.
205.	Lochman, D. E.
206.	Moore, L. R.
207.	Thomas, B. D.
208.	Clements. J. R.
209.	Schermerhorn, H.
210.	Murphey. D. B.
210½.	Grosvenor, T. P.
211.	Roe, G. T.
212.	Tuelon, H. P.
213.	Marriner, W. T.
214.	Pumpelly, H. A.
215.	Biggers, R. L.
216.	Farmer, C. B.
217.	Greenfield. E. R.
219.	Weld, L. M.
220.	Phelan, J.
221.	Lancto, G. W.
222.	Wilcox, H. M.
223.	Hawkins, R.
224.	Wenz, E. A.
225.	Alvord, D. B.
226.	Baum, J. E.
227.	Smith, F. S.
228.	Hawkins, S. C.
229.	Clapp, K. H.
230.	Dowell, B. B.
231.	Ostridge, C. L.
232.	Bergin, T. M.
233.	Gadsden, P. H.
234.	Graves, L. D.
235.	Connelly, L. W.
236.	McAdoo, Jr., W. G.
237.	Wheeler, O. G.
238.	Beojamio, H R.
239.	Souther, A. F.
240.	Roberts, Jr., C. H.
241.	Harris F. M.
242.	Naylor, H. R.
243.	Voorhees, D. A.
244.	Maxfield, H. W.
245.	King, F. E.
246.	Lamar, L. E.
247.	Bancroft, Jr., F. W.
248.	Griswold, R. A.
249.	Chapman, T. H.
250.	Frothingham, P. B.

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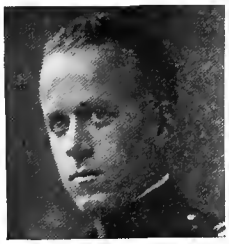

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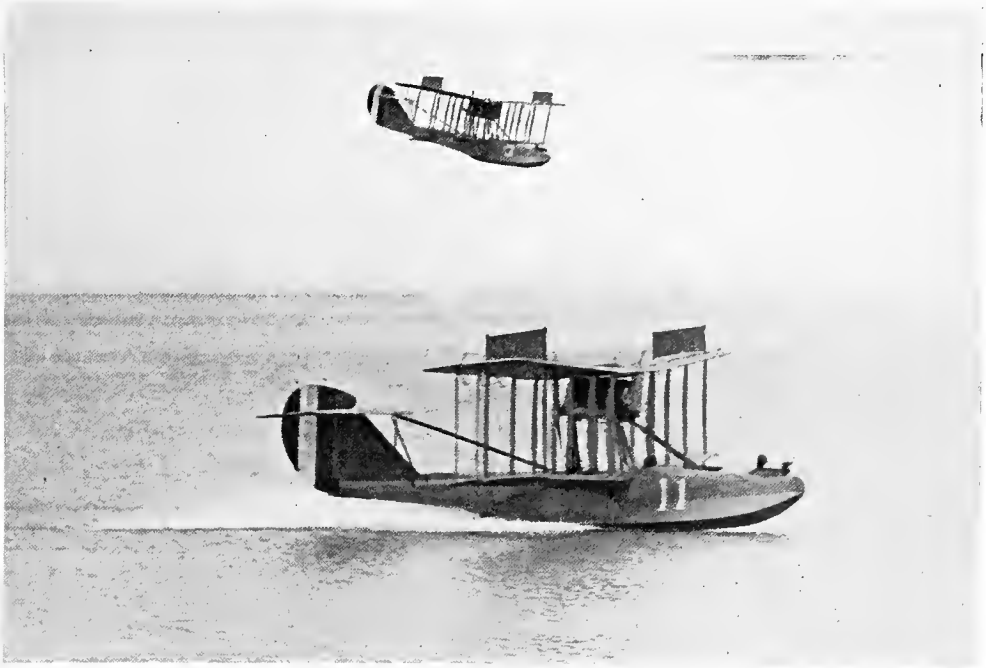

THE END OF A FIVE HOURS' PATROL.

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Yost, Wm. A., Student Officer.

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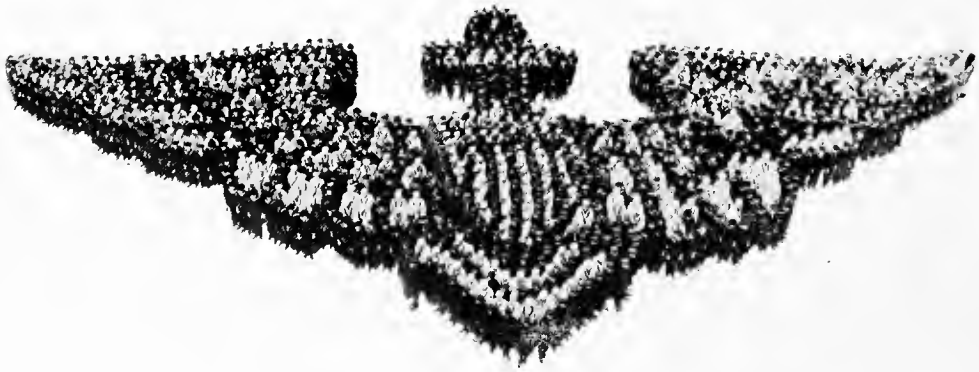

The End